

The Hongkong Telegraph.

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SATURDAY, SEPTEMBER 28, 1907.

大拜禮 號八十二月九年亥癸

33, PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,050,000

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTONG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—

For 12 months 5% p.a.

" 6 " 4% " "

" 3 " 3% " "

TAKAO TAKAMICHI,
Manager.

Hongkong, 16th September, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000

RESERVE FUND GOLD \$3,250,000

ABOUT MEX \$5,000,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREEDNEEDLE HOUSE, E.O.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2½ per annum on daily balances and ac-
cepts Fixed Deposits at the following rates—

For 12 months 4½ per cent. per annum.

" 6 " 4 " " "

" 3 " 3 " " "

HEAD OFFICE:

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow

Kobe Peking Singapore Tientsin

Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische
Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie.
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne Frankfurt
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayrische Hypotheken und Wechselbank,
Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

F. JUNG,
Manager.

Hongkong, 11th January, 1907. [24]

NEDERLANDSCHE HANDEL-

MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL, FL. 45,000,000 (£3,750,000).

RESERVE FUND FL. 5,000,000 (£417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cherbon,

Tegal, Pacalongan, Paseroean, Tjilatjap,

Padang, Medan (Deli), Palembang, Kota-

Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo,

Madras, Pondicherry, Calcutta, Bangkok,

Saigon, Halphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and correspondents
in the East, on the Continent, in
Great Britain, America, Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2½ per annum on daily
balances.

Fixed Deposits 12 months 4½ per annum.

Do. 6 do. 4 " "

Do. 3 do. 3½ " "

J. L. VAN HOUTEN,

Agent.

Hongkong, 8th June, 1907. [29]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUNDS \$11,750,000

STERLING

£1,000,000 at 2/- = \$10,000,000

Silver \$11,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq. E. Shollin, Esq.

E. Goetz, Esq. R. Shewan, Esq.

A. Haupt, Esq. H. A. W. Slade, Esq.

C. R. Lenemann, Esq. H. E. Tomkiss, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4½ per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 17th August, 1907. [31]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION.

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907. [27]

THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1813.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £ 800,000

Shortly to be increased to £1,200,000

RESERVE FUND £1,075,000

Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS £ 800,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3 " " "

" 3 " 2 " " "

JOHN ARMSTRONG,

Manager.

Hongkong, 15th May, 1907. [23]

NEDERLANDSCH-INDISCHE

HANDELS BANK.

(NETHERLANDS' INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital, FL. 15,000,000 (£1,250,000).

Subscribed Capital, FL. 10,000,000 (Paid-up).

Reserve Fund FL. 2,112,570.36 (£176,048).

Head Office—AMSTERDAM.

Sub-Office—THE HAGUE.

Head Agency—BATAVIA.

BRANCHES—At Singapore, Sourabaya, Samarang,

Indramajoo, Bandoeng and Weltevreden.

CORRESPONDENTS—At Cheribon, Tegal, Pacalongan,

Macassar, Pontianak, Padang, Medan, Penang,

Rangoon, Calcutta, Bombay, Madras, Colombo,

Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS:

London: (The Williams Deacons Bank, Ltd. Swiss Bankverein.)

Paris: Comptoir National d'Escompte de Paris.

Berlin: Deutsche Bank.

Brussels: Banque de Paris et des Pays Bas.

Vienna: Union Bank.

Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives for

collection Bills of Exchange, issues

Letters of Credit payable in all important places

of the world and transacts every description of

Banking and Exchange business.

On Current Account at the rate of 2½ per

annum on the daily balances.

On Fixed Deposits: 12 months 4½ per annum.

" 6 " 4 " "

" 3 " 3 " "

J. BOETTJE,

Manager.

16, Des Vaux Road Central. [19]

Notice of Firm.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for

the above Company, we shall be

pleased to give any information as to rates of

passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 11th July, 1907. [907]

Ships.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI, MOJI, KOBE & POONA About 27th Sept. Freight only.

YOKOHAMA Capt. A. F. Vign, R.M.R.

SHANGHAI DELHI About 4th Oct. Freight and Passage.

Capt. J. D. Andrews, R.M.R.

LONDON, &c., via usual Ports DELTA 5th Oct. See Special Advertisement.

of Call Capt. C. L. Dapell.

LONDON and ANTWERP NAMUR About 9th Oct. Freight and Passage.

VIA SINGAPORE, PENANG, COLOMBO, PORT SAID Capt. H. W. Kenrick, R.M.R.

and MARSEI LES

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 21st September, 1907. [2]

Intimations.

LANE, CRAWFORD & CO.

JUST RECEIVED.

NEW STOCK OF

"WALK OVER"
BOOTS

IN
BLACK AND BROWN,
\$10.50 per pair.

SATISFACTION GUARANTEED WITH EVERY PAIR.

LANE, CRAWFORD & CO. [95]

GUINNESS'S EXTRA QUALITY
STOUT.
"HORSEHEAD" BRAND.

\$20.00 per Cask of 4 Doz. Quarts.

\$24.00 " 8 " Pints.

\$27.00 " 12 " Splits.

LESS 10% OWING TO HIGH RATE OF EXCHANGE.

CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central. [98]

HONGKONG, CANTON AND
MACAO STEAMBOAT CO.,
LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 29th September.

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Meals and Refreshments supplied on board.

Saloon, Return Fare \$4.00

" " on the following day 5.00

" Single 2.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted and servable passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the returning steamer from Macao.

W. E. CLARKE,

Secretary. [99]

Intimations.

One of the most prominent Medical men of
China said:

"Where Bear Brand Milk is
Known, the public will
have no further com-
plaint as to their milk
supply."

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

and all its BRANCHES.

WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co. [30]

Hongkong, 24th January, 1907.

THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED A LARGE CONSIGNMENT OF
LADIES' HATS, TOQUES & BLOUSES
DIRECT FROM PARIS.
PRICES VERY MODERATE. [30]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents. [545]

Hotels.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 3,553 tons, Captain S. Bell Smith.
 "POWAN," 3,338 tons, H. I. Black.
 "FATSHAN," 3,250 tons, C. V. Lloyd.
 "KINSHAN," 1,995 tons, R. Branch.
 "HEUNGSHAN," 1,995 tons, R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain W. A. Valentine.
 "SUI-TAI," 1,651 tons, G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 1,919 tons, Captain W. Reynell. (At Dock).
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 3,588 tons, Captain J. Willox.
 "NANNING," 3,588 tons, Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 12th September, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"
 SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.
 These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to—
 BUTTERFIELD & SWIRE,
 Agents.

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th August, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS.

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
 Departure from Hongkong at 9.30 P.M. (Sundays excepted).
 Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
 The Company's Wharf is at the end of Wing Lok Street (Tram Station).
 Canton Agents—Messrs. E. Faquet & Co.
 For further particulars, please apply to—
 BARRETTO & CO.,
 Agents.

Hongkong, 5th April, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.,

BARRETTO & CO.,

General Agents.

Hongkong, 26th September, 1907.

Hotel.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
 The only First-Class Hotel in Kowloon.
 Most Charming and Popular Resort in the Colony.
 Electric Lights, Fans and Call Bells.
 Bath Rooms attached to Each Room.

Telegraphic Address:

"CHEF" HONGKONG,
 Telephone No. K4.

Unrivalled for Comfort and Cuisine.
 Thoroughly Up to Date with Every Modern Luxury.
 Billiards and Bowling Alloys.
 Moderate Terms and No Extras.
 Modern Management.

O. E. OWEN,
 Proprietor.
 [703]

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.3 ft. Water on blocks, 36.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 108, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR STEAMERS TO SAIL.

SHANGHAI, NAGASAKI, KOBE, "ROON"..... About TUESDAY, 8th Oct., 1907.

NAPLES, GENOA, ALGIER, "GOEDEN"..... WEDNESDAY, 9th Oct., 1907.

MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE, "MANILA"..... THURSDAY, 10th Oct., 1907.

YOKOHAMA and KOBE, "PRINCE WALDEMAR"..... About THURSDAY, 10th Oct., 1907.

KUDAT and SANDAKAN, "BORNHO"..... Beginning of October, 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 26th September, 1907.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAPAN	Second half Sept.	JAVA PORTS	First half Oct.
TJIBODAS.	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJIMAH.	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIKINI.	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIPANAS.	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.
TJILATJAP.	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports in through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor.

Hongkong, 26th September, 1907.

PASSION FRUIT.

"Plum?" I asked as the steward handed me a dish heaped up with dark purple globes. "No, sir, passion fruit, Sir," replied the steward. I glanced inquiringly at my vis-a-vis, an Australian girl. "Don't you know passion fruit?" she said. "Then this is one of the great joys of your life." "How many passion fruits must I take to make it really great?" I asked. "Well, say half a dozen; and then the steward and better put the plate out of your reach, for after you have tasted the first one you will want to take all the rest."

So I helped myself to half a dozen, and found that the dark purple skin which had suggested plums at first sight was in reality a hard rind. Then, imitating my fair instructor, I cut the top off with a knife, as if one were performing a similar operation on an egg, and I had in hand a natural cup, filled with a greenish yellow pulp, in which were a number of flatish circular seeds. "And now?" I queried. "Well, there are lots of ways of eating passion fruit," she said, "but you had better start with them as nature intended. Just dip 'em in your spoon and begin, and tell me what it tastes like." With something of the emotion of an explorer entering upon a new country I put the luscious spoonful to my mouth—closed my eyes—and tasted rapturously. "Well, the flavour?" I opened my eyes and replied unhesitatingly. "Why, it's gooseberry—no, raspberry—er, let's see"—another spoonful—"oh, that's pineapple—or currant—or is it strawberry?" "Haag it, I don't know. What is it?" "I don't know either," she said. "I've been curious to learn what you would say; for if you had been able to make up your mind what passion fruit tastes of you would have been the first person I ever met that could." And so I found it; passion fruit suggests in turn each of your favourite fruits without committing itself definitely to any one of them. But its elusive flavour is none the less one of the most delicious I have tasted, and I gave myself up to its delights without seeking further to diagnose it.

This introduction to passion fruit took place on a liner on the Australian coast. The question I immediately put to myself was, "Why have we not this delicious fruit in England?" I made inquiries, and was informed that it would not stand the sea voyage. I was further told an anecdote to the effect that Queen Victoria had a great desire to taste all the fruits of her Empire, and that her wish had been gratified in regard to all but the passion fruit, which it had been found impossible to convey home in good condition. I am not at all prepared to vouch for the correctness of this assertion; on the contrary, I am much inclined to question it. And in any case, it seems likely that the streetboy of to-day may be able to enjoy a luxury that, according to the story, was denied to his sovereign. For in the Octava has been sent to England a consignment of passion fruit, with a view to testing the possibilities of trade. And if the venture proves satisfactory, I will take upon myself to prophesy that in the course of a year or two the London public will be readily able to procure this charming fruit and that in a year or two longer the coster will be selling it from his barrow.

For unquestionably it is a most delectable fruit, and will capture the public taste. The only essential factor is that it should be cheap. I have been told—but I am by no means confident of the accuracy of the statement—that passion fruit from Italy has been obtainable of the fashionable West-end fruiterers. If this is so, it must have been at prices quite prohibitive to the general public. But in Australia passion fruit is very cheap. I have myself bought them at twelve a penny, though these were rather poor in quality. Nevertheless, six a penny is a common price, and at four a penny one can buy first-class passion fruit in most of the towns of Australia. Now this is a trade which has been very little worked up. If there were a large export demand it can hardly be doubted that passion fruit could be grown exceedingly cheaply. The vine is very prolific. Many people grow it as a creeper over their verandahs, and its pretty flowers is a lovely harbinger of the fruit that soon afterwards its twining limbs. Freight should not be a very important factor when large shipments are concerned.

Witness what has been accomplished in the case of bananas. And I feel very confident that if the trade is worked up it should not be long before passion fruit at four a penny are on sale on the coster's barrows of London.

In New South Wales passion fruit appears to be obtainable all the year round, though in the winter months they are less plentiful and more expensive—up to 6d a dozen. The winter supply probably comes from North Queensland or Fiji. In summer, of course, the fruit would be most welcome in England. On a sultry day nothing could be more refreshing than some passion fruit. It has usually a slightly acid taste, so that most people prefer to eat it with powdered sugar. Epicures say that it is best with a little port wine put in the "cup" before it is taken with the spoon out of its natural cup. This is certainly a most seductive way of consuming it. Half a dozen passion fruit emptied on a plate, and mixed with sugar and cream makes a dish for a gourmet. To a froit salad passion fruit adds a charming flavour; but for this purpose it should be passed through a strainer to separate the pulp from the seeds, which are hard, and are not altogether grateful when encountered by the teeth in process of masticating some of the other components of the salad. For claret and champagne cups and for "soft drinks," as Australians call non-alcoholic beverages, the passion fruit pulp, freed of seeds, is most palatable. But once get it on the market and dozens of uses for it will be found. Moreover, it will strengthen the bonds of union between the Mother-Country and Australia, if such fortifying were necessary, which, despite interested reports to the contrary, certainly is not. But it would be impossible to quarrel with kinmen across the sea who sent us passion fruit. (Exchange.)

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
 PRIVATE BATH AND BILLIARD-ROOMS.
 HOT and COLD WATER throughout.
 ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).
 ELECTRIC PASSENGER ELEVATOR to each floor.
 TABLE D'HOIE at separate tables.
 For Terms, &c., apply to the—
 MANAGER.
 Hongkong, 4th December, 1907. [27]

To Let.

TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.
 Apply to—
 JARDINE, MATHESON & CO., LD.
 Hongkong, 22nd June, 1907. [87]

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.
 Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 1st September, 1907. [66]

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 14, 15, 16, and 17, PRAYA EAST, formerly in the occupation of the Admiralty.
 Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 1st September, 1907. [439]

TO LET.

HATHERLEIGH, Conduit Road.
 No. 1, RIFON TERRACE, Bonham Road.
 OFFICES in KING'S BUILDING and YORK BUILDING.
 GODOWNS on PRAYA EAST.
 A HOUSE in CLIFTON GARDENS, Conduit Road.
 FLATS in MORRISON TERRACE.
 Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 1st September, 1907. [649]

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.
 No. 38, CAINE ROAD.
 AUCTION ROOMS, No. 2, ZETLAND STREET.
 GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.
 Nos. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon.
 Apply to—
 LEIGH & ORANGE,
 1, Des Voeux Road,
 Hongkong, 13th August, 1907. [743]

TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.
 HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.
 Apply to—
 COMBRADORE,
 Battejo & Co.
 Hongkong, 24th July 1907. [563]

TO BE LET.

AS from the 1st August next, 20, 5, MOW RISON HILL.
 Apply to—
 Messrs. JARDINE, MATHESON & CO., LTD.
 Hongkong, 20th June, 1907. [674]

HUMBER CYCLES.

THE BEST IN THE WORLD.

Cycles Makers

ROYAL WARRANTS

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H.M. KING EDW/ RD VII

AND

H.B.H. PRINCE OF WALES.

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WILL CLIMB ANY HILL ON THE LOW OFAR.

Portsmouth, Evening News.—"For 38 years the name of the HUMBER has been a guarantee of good workmanship."

DRAGON CYCLE DEPOT,

AGENTS

12, D'ARQUILL STREET and KOWLOON.
 Hongkong, 19th July, 1907. [662]

Dentistry.

TSHIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILL STREET.

REASONABLE FEE.

Consultation Free.
 Hongkong, 20th June, 1904. [66]

Dr. M. H. CHAUN.

THE LATEST METHOD

OF THE

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 16th April, 1905. [61]

Intimation.



**A. S. WATSON & CO.,
LIMITED.**

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BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

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AMMONIA.**

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PRICKLY HEAT.

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GIVES INSTANT RELIEF.

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SOAPS.**

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Pure Carbolic Acid.

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Guaranteed to contain 10 per cent. of
Pure Carbolic Acid.

TOILET SOAP.

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Pure Carbolic Acid.

**FRAGRANT TOOTH
WASH.**

Antiseptic and Detergent—Whitens the Teeth
and strengthens the Gums.

**A. S. WATSON & CO.,
LIMITED.**

CHEMISTS, DRUGGISTS AND
PERFUMERS.

THE HONGKONG DISPENSARY.
Hongkong, 7th September, 1907.

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 28, 1907.

HONGKONG'S FINANCES.

Now that the draft Estimates of the revenue and expenditure of the Colony for next year have been before the members of the Legislative Council for the better part of a fortnight, and those of the general public who take an intelligent interest in the administration of the Colony's affairs have had an opportunity of considering the columns of items which make up the Estimates, we do not consider it an opportunity to refer as briefly as possible to some of the more outstanding features of the Colony's financial prospects as revealed in the Estimates. When the Appropriation Bill was introduced at the last meeting of the Legislative Council, His Excellency the Governor delivered what was intended to be an explanatory statement as to the reasons which had led the Government to reduce the Estimates for various departments, but as His Excellency himself admitted he could scarcely be expected to have acquired any very profound knowledge of the affairs of the Colony during the short space of his residence here. His Excellency's optimistic references to public works in particular and his assurance that the Colony would suffer no material loss by adopting the retrograde policy of starving works of public utility need not, therefore, be taken too seriously. Before dealing with the Budget we would desire to record a word of commendation for the admirable form in which the Estimates are presented to the Colony this year. Unlike previous Budgets, the clerical presentation of the Colony's financial affairs for the forthcoming year has been so arranged that reference may be made to any and every subject with the utmost facility, so that the heads of departments and others whose business involves daily reference to the Estimates will find the subject of their quest at a moment's notice, while unofficial members and Press reviewers are not likely to find themselves befogged amid a labyrinth of figures and cross-references as not infrequently happened when the Budget was built up on the old plan. The classification of the departments, the statements regarding the proportion of the taxes and the rate they bear to the total revenue are decidedly important innovations. For example under Class I, taxes are divided into light dues and licences and internal revenue. From these it is estimated a total sum of \$1,565,770 will be derived, which is equal to 68.4 per cent. of the Colony's

revenue. Under Class II, we have the estimated "Earnings of Government," amounting to \$798,310 or 32.8 per cent. of the Colony's revenue; Class III, "Rents and interest" is expected to provide \$744,750 or 30.1 per cent.; Class IV, "Miscellaneous," \$69,100 or 2.8 per cent.; and Class V, "Land Sales," \$500,000 or 20.1 per cent. With regard to the Estimates of expenditure, general administration is calculated to cost \$1,058,107 or 42.5 per cent. of the total; law and order \$943,433 or 37.8 per cent.; public health \$732,167 or 29.1 per cent.; education, \$200,016 or 7.9 per cent.; defence \$1,231,494 or 49.3 per cent.; public works \$1,528,526 or 60.4 per cent.; and non-effective and charitable services \$1,477,875 or 58.5 per cent. While we commend the form of classification adopted by the Government, we would offer one suggestion which we believe would materially enhance the value of the explanations accompanying various items in the Estimates. We allude to the footnotes, which in many cases tend to make obscure more obscure with their references to some unknown "C.S.O." or forgotten "C.O.D." The reader is entirely in the dark as to the nature of those official recommendations or necessities which have involved the changes in the Estimates either at the instance of the local Secretariat or the Colonial Office at home. In many cases the alterations are undoubtedly the result of official or departmental minutes which have had an important bearing on the Estimates, and it should be possible for the Government in future to provide a *précis* of these minutes or despatches for the guidance of those who are not in a position to obtain the information necessary for a complete understanding of the items concerned without undue trouble. Leaving that point, we come to the question of the assessed taxes of the Colony, a subject with which we deal some two months ago when reviewing the assessor's report for 1907-8. From that report and from the Estimates before us we are forced to the conclusion that the rateable value of the Colony has reached its limit. It is not to be expected that the city of Victoria will show any marked signs of expansion in the near future, and if the revenue of the Colony is to increase under this head we shall have to place our trust in the growth of Kowloon and the villages on the mainland. Fortunately, we have every reason to believe that our hopes for the prosperity of what we are at present pleased to term Hongkong's suburbs are well founded, and that the Colony is leaning on no broken reed when it anticipates a rise in the assessment returns when Kowloon comes into its own. With regard to the opium monopoly, which, naturally, comes under the head of licences, that is a subject which has been frequently and exhaustively alluded to in these columns. At any moment the sum of nearly one and a half million dollars may be wiped off the Colony's revenue, and it will be a bad day for Hongkong when we are compelled by the Imperial Government—acting at the behest of a band of irresponsible fanatics whose main delight is to see their fellow-countrymen reduced to the verge of beggary—to forego a legitimate and perfectly proper source of income. A small item connected with the returns from licences is of the utmost significance. It comes under the head of "prospecting licences in the New Territories," and the sum which the Government expects to derive from those licences next year is \$6,000, as compared with \$1,000 this year. It is not the paltry increase by \$5,000 to which we attach importance as any material enhancement of the Colony's revenue, but it is the potentialities attaching to the purchase of such licences which must strike the reader as worthy of quiet consideration. The cause of the serious depreciation in the earnings of the Post Office to the extent of over \$100,000 was fully explained by the Governor and nothing further need be said on the subject. Apart from these main items, the others show no marked advancement or diminution in comparison with the approved Estimates for the current year. Coming to the Estimates of expenditure there are several features which call for remark, but none so glaring as the disparities which are shown in the provision made for the various departments. It has been frequently stated, as it is generally admitted, that the shipping trade is the lifeblood of the Colony. Consequently, it might have been supposed that the holder of the substantive position of Harbour-master in the leading tonnage port in the Empire would be remunerated on a scale befitting the importance and dignity of his high office, and in proportion to the onerous duties which have to be carried out under his supervision. Not only has the Harbour-master, with his staff of assistants, to control and regulate the affairs of the port, but he has to deal with a unique condition of things in attending to the requirements of a floating population whose great aim in many instances appears to be the thwarting of those who seek to make them amenable to the Colony's regulations, and whose colossal assumed ignorance is not to be measured in words. At no other port in the world is the Harbour-master required to maintain such an equitable temperament or display such a versatility of talent and resource, as at Hongkong, yet he is regarded by the Govern-

ment as one of the least valuable of our public servants. Instead of receiving a salary in proportion to the importance of his office, as compared with the salaries paid to other officials whose principal duties are the tying of red tape and the signing of their august names, he is fobbed off with 2780 which will rise by triennial increments of 200 until the limit of 3000 is reached. But let us not be unfair to the Government. Captain Basil Taylor has his perquisites like everybody else; he receives fees for acting as nautical assessor in Admiralty cases, and if he is lucky he may make as much as \$100 in the short space of one year. It is beside the point to say that any expert witness may claim about the same amount for one day's evidence. To put it in another way, the head of the Harbour Department controlling over thirty million tons of shipping gets \$650 a month, a trifle more—\$40 to be exact—than a very subordinate officer in another department, where no practical or technical knowledge is required. Closely allied to the Harbour Department is the Observatory, the director of which is an officer, who, by virtue of his special knowledge and technical qualifications, not to speak of his scientific attainments, is ineligible for promotion in any other department of the Government service. Mr. Viggo's personal emoluments, including exchange compensation, amount to \$4,500 per annum, and the entire services which the Observatory is called upon to perform for the Colony cost no more than \$18,664—which is a reduction of about \$1,000 on the current year's Estimates—or a mere pittance of \$1,500 per month. It will thus be seen that the whole of the Observatory staff and "other charges" do not cost the Colony much more than the salary which attaches to one of the higher-paid offices in the administrative department of the Government service. It should be pointed out that the Observatory staff consists of four experts in meteorology and astronomy, three computers, two telegraphists, a watchman and three codiers, besides a telegraph messenger—a total of thirteen individuals. The incidentals include laboratory expenses and the printing and distribution of the meteorological register, which is issued daily throughout the year for the benefit of the shipping community. It may be argued that the Observatory officials are entitled to house accommodation, etc., but the very nature of their duties renders it imperative that they should be on the spot day and night in order that the news of any sudden convulsion of nature may be spread broadcast over the Colony. Were the director of the Observatory from the salary point of view to be compared with the secretary of any local company he would be placed in a most invidious position. But then, may we whisper it *sub rosa*, the Director of the Observatory, like the Harbour Master of Hongkong, does not belong to the hallowed race known as Cadets, and therefore—Turning to another subject, the Government have made provision to the extent of \$50,000 for a floating fire engine, and not before it was needed: A floating fire engine is one of those absolute necessities for a port of the size of Hongkong that cannot be shelved and we have time and again urged that the Government should recognise the importance of attending to the equipment of the harbour's fire-fighting machines. Following the *Hankow* holocaust in October last year and the recommendations of the Marine Court of Inquiry—which we condemned *in toto*—and which we are glad to see were never adopted by the Government—we remarked that the acquisition of an additional fire-float was one of those essentials, for the safety of the shipping, that could no longer be deferred. Had it not been that the fire on the *Hankow* only burst out after the vessel had been moored to her wharf it is horrible to think of what would have taken place. As it was the fire was only extinguished by the aid of British bluejackets, and the assistance of a private company owning some steam water-boats. It was also possible for the land fire-engines to direct their hoses on the fire simply through the accident of the vessel's position. But fire on board ship do not commonly occur, while she is at her wharf, and without a fire-float in the harbour the *Hankow* disaster would have been infinitely more calamitous than it was had it occurred before the vessel reached her anchorage. When we decried the agitation which was engineered last year by those who demanded a treble exchange compensation in the interests of the higher-paid Government servants in Hongkong, that is to say, for the benefit of those hailing from a gold-using country, we submitted that the resources of the Colony could not bear this extra strain which the taxpayers would be called upon to meet, and we argued that the public works of the Colony would suffer in order to provide for this extra expenditure for the administration of the Government of Hongkong. That our prediction did not fall far short of the mark is clear from the programme of public works arranged for 1908. For the current year provision to the extent of \$455,500 was made for the construction of the new Law Courts, but for next year less than a quarter of that sum

LOCAL AND GENERAL.

THE German mail of the 28th August was delivered in London on the 27th inst.

HIS Excellency the Governor has been pleased to appoint the Reverend T. H. Vowel, of the Basel Mission, to be a member of the Board of Examiners in succession to the Reverend G. Gussmann, resigned.

THE post of assistant superintendent of police and police magistrate in the New Territories have been amalgamated and Mr. E. R. Hallifax continues to perform the duties of both these posts under the title of District Officer.

THE Sam-shui-po manslaughter trial, in which Peir Dux and two of his Indian cattle-men are charged with the manslaughter of a farmer at Sam-shui-po, last month, an account of which was reported in these columns, was concluded at the Police Court, yesterday afternoon. Mr. Melbourne commended the accused for trial.

Telegrams.

HONGKONG TELEGRAPH SERVICE

THE WUCHOW EMEUTE.

KEROSENE DEPOT EXPLOSION.

BRITISH CONSULATE GUARDED.

[From a Correspondent.]

Wuchow, 27th September,

6.50 p.m.

The disastrous conflagration, which broke out in the city this morning, has been extinguished.

During the progress of the fire the Kerosene Depot exploded.

So far, it is approximately estimated that the number of lives lost, by the riotous outbreak, is about one hundred.

The estimate of damage in property is roughly placed at not less than a quarter million dollars. It is more than probable that, when an estimate of the enormous damage by fire and mob violence comes to be computed, the quarter-million limit will be greatly exceeded.

Mob law obtains in the native city, which is being looted by the rioters. His Majesty's river gunboat *Robin* is guarding the British Consulate.

All foreigners within the settlement are safe.

THE BRITISH CONSULAR BUILDINGS are situated at the west, in a commanding position, on a hill 20 feet in height, rising at the junction of the Fu River with the main stream. On the crest (since made even) is the residence—a spacious bungalow, with lodge, etc.; while half-way up the hill are the offices (and constables' quarters)—a solid, two-story red-brick building. The ensemble suggests Dover Castle to the exiled Briton, and the effect is very striking to any one approaching the port for the first time. The Consulate is remote from the social and business centre.

ORIGIN OF THE TROUBLE.

OFFICIAL "SQUEEZE" ANSWERABLE.

A REMARKABLE FORECAST.

Wuchow, 26th September.

Adverting to the notes on the Likin trouble question, published in your issue of the 25th, the following further particulars may be of interest.

One of the leading exporters of cereals throws some light on the present question. In an interview, he stated: "The present trouble is serious. The ways of the Likin officials are unknown to foreigners. Take a typical case of what we have to experience in the importation of a single cargo of rice or wheat from so near a place as Kwei Ping. Between Kwei Ping and Wuchow we have to pass 3 Likin barriers, and this is what happens: On arrival at the first barrier the master of the junk hands in his *Tung Shui* document for, say, 100 piculs of cereals. The *Tung Shui* system came into existence with the ratification of the Sir James Mackay Treaty in 1878 whereby it was established that a merchant could ship goods from one port of origin to port of destination under a cargo certificate system, and pay one export duty at port of shipment and one import duty at port of destination. The issue of a cargo certificate for the original amount of goods shipped is called a *Tung Shui* document, and a cargo covered by such a document was exempt from payment of further fees or taxes at barriers. Well, this is entirely ignored by the Likin Officials. On handing over our *Tung Shui* document to the Likin Official in charge, he carefully examines it and then tries to find fault with the seals, the date or some other trivial thing. After a vexatious and unnecessary detention, we are informed that the Likin official does not believe that the junk contains only 100 piculs. The Likin people insist that the junk holds 150 piculs or so and eventually, coolly informs us that he has decided that the junk has at least 200 piculs on board. The matter is then argued out and eventually we get an ultimatum to pay duty on a 20% excess or be refused a clearance. In the end we pay this 'squeeze' of 20 per cent. A repetition occurs at the second and third barrier, and by the time the cargo is landed in Wuchow we have paid duty on 60 per cent of an imaginary excess. We seem to have no option in the matter, for we have to pay or get detained by the refusal of a clearance."

In answer to the question: "But why don't you have your cargo tallied out at the first barrier, and then get a correct tally certificate to ensure you a clearance at the other barriers?" the merchant simply laughed. "Why," said he, "that is where the present trouble comes in. The officials are bound to score off us anyway we look at it. If we were to ask to have our cargo tallied out, we should be still more out of pocket. For instance, if the goods had to be weighed, the officials would produce a 5-foot steel yard which has been shortened 3 inches in the middle. The consequent result is that goods weighed with such a scale would show an excess of 30 per cent. instead of 20 per cent that we have to pay on at present. If the goods had to be measured they produce foot rules, that have been shortened from 1 to 3 inches and seriously inform us that these are standard measures. It is the abolition of these false weights and measures that

constitutes our grievance and a very serious grievance it is. The officials are conversant with our views, which we have respectfully submitted to them, but our petition to have these abuses inquired into and abolished have been firmly ignored."

"The matter now stands at a crisis. If the officials yield by to-morrow, well and good. If they don't, we are reluctantly compelled to order a cessation of business, both in import and export."

"It is a very serious thing, but we have no alternative and we are firmly resolved to stick up for our rights."

The merchant positively refused to give any intimation of what nature the trouble, if any, would take. Rumour says that the burning of the big Likin station, below the Custom House, will be one of the acts of destruction. There is no sign of any anti-foreign feeling, but it is understood locally that the British Consul thought it advisable to hurry H.M.S. *Robin* up from Yuet Sing as a precautionary measure.

The total who went to Canton a few days ago is expected back early to-morrow morning when the question of whether there will be trouble or not will be definitely settled.

DISAFFECTION AT NANNING.

SUSPENSION OF BUSINESS.

[From a Correspondent.]

Wuchow, 28th September,

10.30 a.m.

Advice received from Nanning state that business was suspended at that port yesterday.

[Evidently the disaffection, which culminated in the outbreak at Wuchow yesterday, has spread to Nanning—Ed., A.K.]

STEEL CARRIER FOR CHINA.

Yesterday, Messrs. W. S. Bailey & Co., the well known shipbuilders, despatched to Canton the steel cruiser *Loong Sung* ("Flying Dragon") built by them for the Chinese Government. The vessel is 107 feet in length by 19 feet beam and draws only three feet of water, being fitted for shallow water navigation. The engines are compound twin screw and the vessel is constructed on the hollow stern principle so that when at rest the propellers are partly out of water. But when going ahead are covered by the water which is drawn into the tunnel in which they revolve.

Messrs. Bailey & Co. have built a number of shallow draft vessels on this principle and drawing as little as 2 feet of water. The *Loong Sung* is fitted with excellent accommodation for officers and crew, the cabins being neatly upholstered and painted in white and gold. She is fitted with gun-shields and platforms to mount two quick-firing guns forward, and has easily exceeded the contract speed of ten knots with remarkable freedom from vibration, the engines running at 200 revolutions per minute with the utmost smoothness.

The *Loong Sung* has a bridge deck and pole mast with cross jack yard, and made a pretty picture as she steamed at full speed through the harbour flying the Dragon flag.

The work has been carried out under the inspection of Capt. T. P. Hall, C.R.N.

SAMPAK WOMAN'S SURPRISE.

A TRICKY BIG OF RICE.

What was believed at first to have been a practical joke played on a coolie at West Point a few days ago, presents an entirely different aspect to-day. On Sunday morning last, it will be remembered, a District watchman arrested a street coolie on the Praya Water for being in unlawful possession of a bag of, what he thought, was rice. The coolie, Leung Hi, was removed to No. 7 Police Station and the watchman related his case to the officer on duty. Inspector Collett ordered the bag to be opened, and, to the amazement of all around, the contents were discovered to be sand and stones. The whole station was amused, and Leung Hi was released from custody, it being the opinion that "poor" Leung was the victim of a trick, performed by some irresponsible person. Nothing more was heard of the affair until Thursday forenoon when Leung was hauled into the station again, followed by an irate sampak woman, who accused him of obtaining from her \$1.30 by means of a trick. He stated in support of her allegation, that on the 5th instant, he met the accused in Connaught Road West carrying a bag on his shoulder. He asked her if she was sand and stones, she said yes, and he said to her, "Give me some cheap rice; I will sell all her bag (pointing to the one he carried on his shoulder) for \$1.30. She agreed to the bargain, handed him the price asked for, took the bag and moved it on board her cargo boat. He then moved when she went to examine the cheap bargain; she discovered she had been duped. The bag contained stones and sand. She did not report the matter to the police there and then, she stated, but waited her opportunity of meeting the watchman again. She kept a good lookout for days without any success, until Thursday morning when she spotted him walking past her boat.

This morning, at the Police Court, Leung Hi was arraigned before Mr. C. A. D. Melbourne in answer to a charge of obtaining money under false pretence. His Worship adjourned the case to allow the police to secure more witnesses, as the evidence he had heard would not warrant a conviction. Accused was allowed bail in the sum of \$50.

SHIPPING AND MAILES.

Fie ch (Yarra) 30th inst.
English (Dilki) 3rd prox, 6 a.m.
Indian (Pookang) 11th prox.

The Imperial German Mail s.s. *Kristin*, which left here on 24th inst., arrived at Shanghai on 27th inst. at 3 p.m.

The N. Y. K. s.s. *Sawaki Maru*, British Line, left Shanghai for this port on 27th inst. and is expected here on 30th inst.

The N. Y. K. s.s. *Kanagawa Maru*, European Line, left Singapore for this port on 27th inst. and is expected here on 3rd prox.

The N. Y. K. s.s. *Yasuda Maru*, Australian Line, left Nagasaki for this port on 27th inst. and is expected here on 3rd prox.

The P. & O. s.s. *Colaba Maru*, left Singapore for this port on 27th inst. and is expected here on 3rd prox.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE KANCHOW MASSACRE.

CULMINATION OF BOXERISM.

ONE PRIEST KILLED. OTHERS ESCAPE.

[From Our Own Correspondent.]

Shanghai, 27th September, 5 p.m.

The riot, reported in my first telegram, near the city of Kanchow, is the culmination of Boxerism which has been rampant in Kiangsi Province since July last.

Tho. Rev. Father Candujia, an Italian priest, was killed in the melee.

A French priest succeeded in effecting his escape.

Many converts were ruthlessly massacred.

The mission station at Kanchow has been burnt out.

The missionaries escaped to the yamen, thence to Kianfu.

The Reverend Superior of the Lazarites Order, to which the French missionaries belong, wires from Kianfu that the missionaries and converts are in great danger, and that assistance is urgently needed.

[The above telegram was received too late last evening for publication in our last issue.—Ed., H.K.]

[Reuter's.]

Morocco.

London, 26th September.

The French are fortifying round Cagablanca in the event of the chief Muley Raghid joining the rebels against General Druce.

Obituary.

The death of Colonel Donne is announced.

The "America" Cup.

The New York Yacht Club has declined Sir Thomas Lipton's challenge.

The Chinese on the Band.

A riot has occurred owing to coolies under notice of repatriation refusing to make up time lost by unauthorized absence.

The police volleyed, wounding 15 coolies.

The Anglo-Russian Agreement.

The Anglo-Russian Agreement absorbs interest.

The papers expect that the Cabinet will consider a reduction of the force in India, though military opinion is opposed to it on the ground of the native unrest.

HONGKONG HOCKEY CLUB.

The report of the season 1906-7, to the members of the Hongkong Hockey Club, reads:—

The Committee have the pleasure to lay before you their report on the last season. The account shows a credit balance of \$17.33 on 30th September, 1907.

The Club played 17 matches, winning 8, losing 6, the remaining 3 being draws. The Challenge Cup, though it only attracted 6 entries, proved a great success, being won for the second year in succession by the 19th Infantry, who defeated the Middlesex Regiment in the final. The Club succumbed to the ultimate winners in the first round.

The Cup Fund shows a credit balance of \$52.25 on 30th September, 1907. The Club enjoyed a visit from Canton representatives and won the encounter. Later the Club journeyed to Canton, playing two matches, both of which were won. The Committee takes this opportunity of thanking the Canton Sports Club for the generous hospitality displayed towards the Hongkong representatives during the visit.

The thanks of the committee are due to Mr. T. M. Knott, for kindly auditing the accounts. During the season 14 new members were enrolled, but many have resigned or left the Colony, leaving 61 members on the list, which number the committee hopes will be greatly augmented this coming season.

The annual general meeting, for the purpose of receiving the committee's report on the season, and for electing the Committee and officers for the ensuing one, will be held in the Hongkong Cricket Club pavilion, by kind permission, on Tuesday, 1st October, at 5.15 p.m.

J. BARNETT, Chairman.

L. G. BIRD, Captain (absent).

A. B. OOLE, R.E.

A. F. B. LIVESLY, R.N.

Committee.

T. C. GRAY, Hon. Sec. and Treasurer.

Two chair coolies in the employ of Dr. K. Just were charged at the Police Court, to-day, before Mr. C. A. D. Melbourne, with assault. Leung Ping Cheung, a watchman of Hotel Mansions, was the complainant. The accused pleaded guilty to the charge. Inspector Ritchie stated that complainant had orders to keep the entrance to Hotel Mansions clear of all the accused. Yesterday afternoon he found the accused sitting at the entrance, blocking the doorway. He told them to move away, and the accused set upon him and assaulted him. The inspector handed the Court a letter from Dr. Just, in which the latter asked for a severe penalty as "his chair coolies were an insolent lot." They were fined \$5 each, the alternative being fourteen days.

DOUGLAS STEAMSHIP CO. LTD.

ANNUAL MEETING.

The twenty-fourth ordinary general meeting of shareholders of the Douglas Steamship Co., Ltd., was held at noon, to-day, at the office of the general manager.

There were present: Mr. H. P. White (in the chair), Hon. Mr. Henry Keswick, Messrs. R. Shaw, A. G. Wood (directors), G. C. C. Maiter, J. M. Forbes, Dr. J. W. Noble, Mr. J. E. Gomes (secretary), Mr. Chan Tong and Mr. Chan Sul.

The Secretary read the notice calling the meeting.

The Chairman said:—Gentlemen.—The report and accounts having been in your hands some time, I will, with your permission, take them as read. It is with a measure of gratification that we are able to come before you with a report showing a marked improvement in the year's working, in the face of the keen competition which we have to meet. During the period covered by the accounts, cargo has been plentiful; in fact, more than we could cope with, so that we frequently had to shut out cargo—which of necessity went to our competitors—and I can only emphasize the statement made by me at our last general meeting that had the services of the new steamer, which we proposed to have built some two years ago, been available the profits on the working of the steamers during the year would have been very considerably enhanced. The coast trade of China is increasing in volume and we have a valuable constituency whose confidence and whose business, it is absolutely necessary we should retain, but to do that we must have more tonnage than we have at present. The altered conditions of the coasting trade require steamers of larger capacity—which can be worked at very little more expense than our smallest boat, the *Heimann*. I have therefore to inform you that we have decided with the full approval of your consulting committee to procure a good class steamer of larger carrying capacity than any of those at present comprising the company's fleet, which, while meeting our own special requirements will be available for other work when opportunity offers. Exchange is in favour of our purchasing at the present time and we are confident that such a boat will prove a profitable asset to the company; as all our experience goes to show that only with the most modern type of boat, of large capacity and a low ratio of working expenses, are good profits to be made on the China coast, while, on the other hand, we are equally satisfied that the day of small carriers is past. Reference was made at our last general meeting to the saving in insurance premia, and I am glad to be able to state that we have been able to make a still further reduction in this charge, while expenditure for coal will be less than that of last year. As regards prospects for the current year it is perhaps early to forecast, but the earnings for the first three months are fully up to those of the same period last year, and with a fair trade, and the lessened expenses above referred to, I am hopeful of a continuance of the improvement in the position of the company. With reference to the company's funds on mortgage, some of the mortgages have been paid off since the closing of the year's accounts, and the valuations of the company's surveyors show that the properties now held by the company form ample security for the advances made. Gentlemen, I do not know of anything further that I can add, but before proposing the adoption of the report and accounts, I shall be pleased to answer, to the best of my ability, any questions that shareholders may wish to ask.

No questions were asked.

The Chairman proposed the adoption of the report and accounts.

Mr. Master seconded. In doing so, he said, he congratulated the general managers and all those who had anything to do in the matter. He took it that the company's agents up the coast had also something to do in the matter and he thought congratulations should go to them, too. Continuing, Mr. Master said:—

"This, I think, is the best report that has been presented to shareholders for some years, and this is a far better report than the one for last year. With regard to the Chairman's remarks about purchasing a new vessel, of course, the general managers and the consulting committee know far more than do shareholders about steamers. I trust every effort will be made to procure a good economical boat that will pay her way. I shall like, in closing my remarks, to tender thanks to the Chairman. (Applause.)"

The Chairman thanked Mr. Master for his kind remarks, and the motion was carried unanimously.

Mr. Forbes proposed that the Hon. Mr. Keswick, Mr. K. S. Shaw and Mr. A. G. Wood be re-elected to the Consulting Committee.

Mr. Master seconded.

Dr. Noble proposed the re-election of Messrs. Potts and Lowe as auditors for the coming year.

Mr. Forbes seconded.

The Chairman—That is all the business, gentlemen. I trust to give you as good, or even a better, report next year. Dividend warrants will be ready on Monday.

Carried.

The Chairman—That is all the business, gentlemen. I trust to give you as good, or even a better, report next year. Dividend warrants will be ready on Monday.

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Carried.

THE PORTUGUESE CONSUL.

"AT HOME."

To-day (September 28th) being the joint anniversary of their Most Faithful Majesties King Carlos and Queen Amalia, of Portugal, the Portuguese Consul, General Comendador J. J. Leiria, Vice-Consul, were "at home" at their residence, "Duarte" Arbutnot Road, from 11 a.m. to 1 p.m., to receive visitors wishing to call in honour of the occasion.

Amongst the callers were Commander Grenfell, representing Commodore Stokes; Captain Bonham, representing General Broadwood; the entire Consular Body, Mr. H. Percy Smith, Bro. Sylvester, Mr. F. Silverstone, Mr. F. Hilton, Mr. Lo and Mr. Chau. Chi Hing, of the Macao Opium Farm and other members of the Portuguese community, as well as many foreigners. The guests were entertained very lavishly and the health of their Majesties drunk in bumper. The Machado String band was present and played a number of selections during the entertainment.

Subsequently congratulatory telegrams were despatched to H.E. the Governor of Macao, and to Conde de Arago, private secretary to the King of Portugal.

CANTON DAY BY DAY.

WELCOME TO SIR CHENG TUNG LIANG CHENG.

[From Our Own Correspondent.]

Canton, 27th September.

The Canton-Hankow Railway Company have issued a circular to all the shareholders of the Company to assemble on the 25th day of the 8th moon (the 2nd proximo) at the office of the Company to extend a welcome to their newly-appointed president, Sir Chengtung Liang Cheng and to invite him to take over charge of office.

H.E. Viceroy Chang has formally announced to the officials of the Canton-Hankow Railway Company the sanction by the Throne of the recommendation of the appointment of Sir Chengtung Liang Cheng as president of the Company, by the shareholders and others, through the Ministry of Communications and Posts.

To-morrow morning, at 10 o'clock, H.E. Viceroy Chang will receive the Canton Commissioner of Customs, Mr. P. H. King, and at 11 o'clock will receive the German Consul at Canton.

LINKIN COLLECTIONS.

A report has been received at the Viceroy's yamen, from the weiyuan in charge of the Linkin station, at Linchow, to the effect that, owing to the unrest in the country, the collection of linkin dues since the sixth moon has fallen to almost infinitesimal amount. The local merchants have suspended business, thus causing stagnation in trade, which materially affects the collection of dues.

THE LATE CAPT. R. H. GRAINGER.

THE FUNERAL.

Wichau, 26th September, 1907.

The funeral of the late Capt. Grainger took place yesterday evening at 5 p.m. Capt. Dixon, the courteous agent of Messrs. Jardine, Matheson & Co., Ltd., had engaged a steam-launch to convey those attending the funeral, to the cemetery, and it speaks volumes for the popularity of the deceased when every foreigner in this port attended. H.M.S. *Rubin* was just steaming into port when she saw the funeral procession and as soon as the gunboat was anchored the captain and ship's officers adjourned to the cemetery. The Rev. Anderson, of the Wesleyan Church Mission, conducted the service, which was most impressive. Some beautiful wreaths were placed on the coffin, which was draped with an enormous Union Jack. The majority of the steamers, which were to have left for Hongkong and Canton, delayed their sailing to attend the funeral. The loss of Capt. Grainger is a sad blow to his many friends, who were most surprised at his sudden demise.

The late Capt. Grainger was so well known in Hongkong and elsewhere, that the greatest sympathy is extended to his relatives.

CHINESE RECRUITS' ERROR.

ORDERED TO HONAM AND CAME TO HONGKONG.

Mr. C. A. D. Melbourne, in the Police Court, to-day, was told a story of how seven soldiers-to-be of the Chinese Imperial Army made a mistake yesterday in coming to Hongkong when they ought to have gone to Honam—a city opposite Canton! Three of the would-be "soldier men" found themselves in the dock this morning on a charge of obtaining a passage from Canton to Hongkong; on board the steamer *Ying King*, without paying their fares. The remainder, it was alleged, had not recovered from *mal de mer* when the vessel arrived in port to-day and had to be sent to hospital.

The three defendants—a sorrowful looking lot—pleaded guilty to the charge. They refused to say anything more, but the commodore of the *Ying King*, who acted as interpreter, explained matters to the Court, and intimated that he did not wish to press the case. The defendants, with four others, he said, who were in hospital, were found on board the ship last night. They had no money to pay their way across. When questioned on board, they stated that they were recruits for the Chinese army; that they were requested by an officer to board a cruiser lying off the bund, which would take them to the recruiting station at Honam, and that they had made a mistake and boarded the wrong vessel.

His Worship fined them \$1 each. Their fares, it was stated, were paid by the commodore, and the seven men will be returned to Canton to-night.

THE HONGKONG TRAGEDY.

A QUER STORY.

The *Manila Times* of 21st instant says:—Walter H. Adreits, alias Anderson, Jones, etc., who was extradited from the Philippines Saturday, is apparently not going to be convicted without some effort at defence. A short, heavy-set man, dressed in black, has made his appearance on the scene, presumably conjured up out of Adreits' imagination. This is the man, Adreits says, whose hand throttled Gertrude Dayton in the Hongkong Hotel on that fatal night, or rather early morning of August 5. It is probable Adreits will have a very hard time convincing the Hongkong jury of the existence of this strange individual.

Just prior to the sailing of the *Rubi* on Saturday afternoon it was learned so far as would be divulged, who the alleged "other" parties were to whom W. H. Adreits referred in speaking of his trial for murder in Hongkong. When the suspected murderer of Gertrude Dayton discovered that no relief could be expected and that he was being returned to the scene of the crime, the Supreme Court having refused a writ of habeas corpus, he spoke freely to those around him of the defence he expected to make.

He alleged his own innocence of the crime of murder. He said in part that he and Gertrude Dayton had quarrelled at the Hongkong Hotel but that later they had made up and went out to spend the evening among acquaintances. He said they drank freely and returned at a very late hour. When they left the hotel they were approached by a short, heavy-set man dressed in black, who spoke to the Dayton woman, asking where was the money she had stolen. She talked to him a short time, requesting him, Adreits, to wait for her, left the man in a rage and soon joined him at the door. He said they returned at a very late hour and that when he awoke next morning he found the Dayton woman missing. He thought she had gone downstairs and paid no attention to her absence. Later he went downstairs and then, returning to the room, found the woman still missing. He said he had occasion to look into the trunk and to his surprise found the body of the woman, who, he said, must have been murdered while he was sleeping off his debauch of the night before. He admitted that he had the trunk and the body on his hands and thought the best thing to do was to get rid of them as best he could. When approached as to how he came into possession of the murdered woman, he said that she had given them to him to keep for her the day previous to the discovery of her body in the trunk. He said he believed the small man dressed in black had committed the crime while he, Adreits, slept.

"Who was the small man dressed in black?" he was asked. "I am not certain," he replied, "but I have my opinion and if it can be proved that the man whom I suspect was in Hongkong at the time, there may be something doing in the way of a sensation."

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on the 27th inst.:—

The market has been very inactive during the week under review, and few transactions have taken place.

Banks.—Hongkong and Shanghai Banks are quiet at \$55, for the old shares ex new issue, and \$50.25 for the new shares. The London rate for the former has been weakened to 277 100, and the latter remains unchanged.

Marine Insurances.—Cantonians are still neglected at \$2.6. North China has sellers at 75, and Vangies at \$170. Unions are weaker at \$76.

Fire Insurances.—China Fires have not fluctuated, and are quiet at \$86. Hongkong Fires are steady at \$10.

Shipping.—Douglases have improved to \$4, and Hongkong, Canton and Macao Steamboats to \$38. Shell Transports are out of favour at 44. There are buyers of Star Ferries old and new at \$20 and \$10, respectively.

Refineries.—China Sugars are unchanged and without business at \$98. Perak Sugars can still be had at 75, 9.

Mining.—Chinese Engineerings have risen to 175. 150 in the North, and buyers prevail at the rate. Rabbits have inquiries at 18.

Docks, Wharves and Godowns.—Kowloon Wharves are obtainable at \$67. Hongkong and Whampoa Docks have weakened to \$50, at which rate there are buyers. In the North, Shanghai Docks are unaltered, while Hongkong Wharves can be secured at the reduced rate of 24, 24.

Land, Hotels and Buildings.—Hongkong Hotels are again in favour and have strengthened to \$100. Hongkong Lands appreciated to \$96. Sales of West Points have been effected at \$18. Shanghai Lands are easier and are offering in the North at 10, 10.

Canton Mills.—A weaker tone prevails in Ewos which have declined to 63, with sellers. There is no business, to record in stocks under this heading and rates for other Northern mills are unchanged.

Miscellaneous.—China Borneos have advanced to 79 at which rate shares are wanted. China Light and Powers are in request at 16, but none are obtainable at the rate. Dairy Farms have been up and are wanted at \$14. Hongkong Electric are inquired for at \$74. Peak Tramways have inquiries at \$72 for the old shares. The new shares (\$1 paid up) are a shade firmer at \$100. Watsons are wanted at quotation. Langkats have experienced a sharp decline, but at close there are buyers at 330. Sumatras have strengthened, and are in request at 115, 115.

Its historic *Don Engracio*, which was to have been towed to Hongkong by the *Loonging* on Saturday, was not given clearance by the Manila customs authorities as her goods were claimed to be tobacco. The *Don Engracio* will be required immediately and towed to Hongkong to be broken up at this port.

Today's Advertisements.

CHINESE IMPERIAL GOVERNMENT
7 PER CENT SILVER LOAN
OF 1886 E.

42ND HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BOND of this LOAN will be PAYABLE at the Office of the CORPORATION on and after the 30th September, 1907.

LIST OF DRAWN BONDS can be obtained on application to the Undersigned.

For the Hongkong & Shanghai Banking Corporation, Agents issuing the Loan.

J. R. M. SMITH, Chief Manager.

Hongkong, 28th September, 1907. [872]

PUBLIC AUCTION.

THE Undersigned have received instructions from The Official Administrator, to sell by

PUBLIC AUCTION, For account of the Estate of the late Captain E. H. GRAINGER,

ON TUESDAY,

the 1st October, 1907, at Noon, at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

THE GOODS AND CHATELLETS of the above-named deceased.

TERMS.—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 28th September, 1907. [873]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

ON WEDNESDAY,

the 2nd October, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

SUNDRY VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

DOUBLE and SINGLE IRON BED-STEADS and MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, OVERMANTELS with BEVELLED GLASS, SIDEBOARD and DINNER WAGGONS with BEVELLED GLASS, TEAKWOOD WARDROBE with BEVELLED GLASS, TAPESTRY COVERED DRAWING ROOM SUITE, GLASS, CROCKERY and E.P. WARE, CARPET, COOKING STOVE and UTENSILS, &c.

ALSO

One GRAMOPHONE and RECORDS, (in good order and condition.) Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 28th September, 1907. [874]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

ON SATURDAY,

the 5th October, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF JAPANESE CURIOS.

Comprising:—

CARVED BURNERS, BOWLS, VASES, INCENSE BURNERS, JAPANESE TEMPLE TORIJE, OLD BRONZE VASES, GONGS, IVORY CARVINGS, GOLD and SILVER CLOISONNE WARE, IMARI and MAKUDZU VASES, SILK-EMBROIDERED SCREENS, &c., &c., &c.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

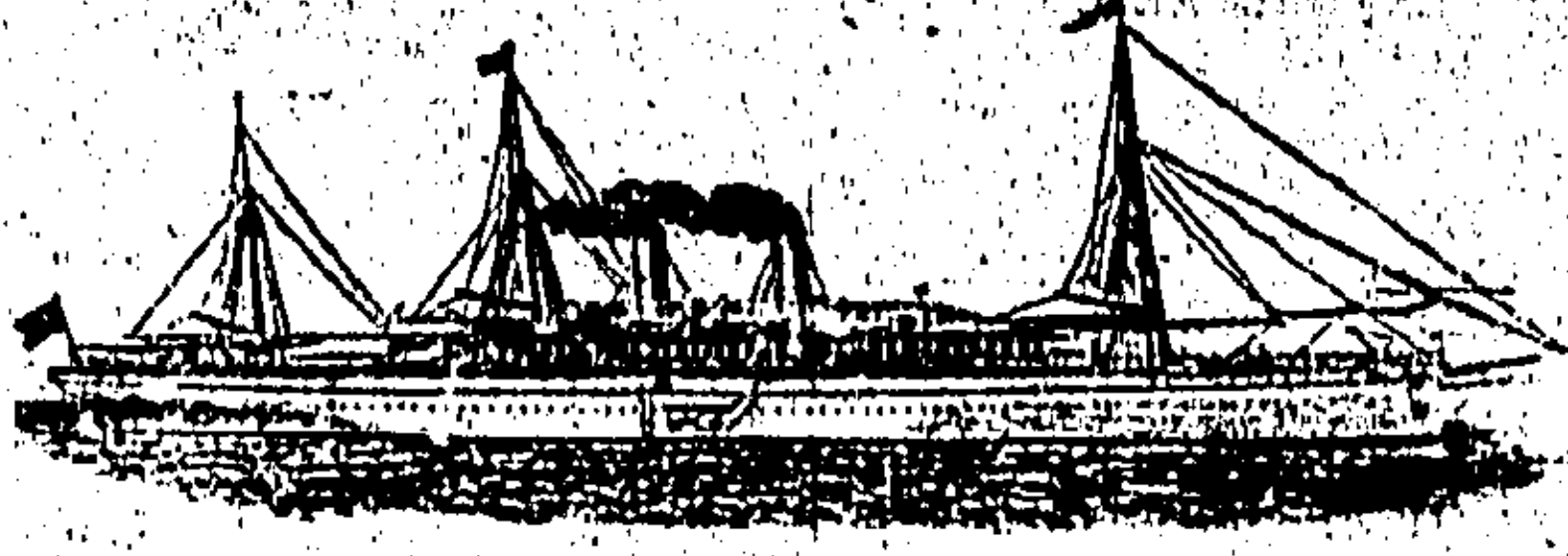
Hongkong, 28th September, 1907. [875]

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following were the highest scores made in the Governor's and Chater Cup competition during the month of August:—

A. Jenkins 67 scr. = 67
J. H. Pidgeon 64 scr. = 64
A. Moir 60 + 3 = 63
G. Gibbon 50 + 11 = 61
D. Willis 48 + 13 = 61
F. S. Carruthers 55 + 2 =

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPEROR OF INDIA"	6,000	THURSDAY, Oct. 24th	Nov. 11th
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, Nov. 5th	Nov. 30th
"EMPEROR OF CHINA"	6,000	THURSDAY, Dec. 19th	Jan. 6th
"EMPEROR OF INDIA"	6,000	THURSDAY, Jan. 10th	Feb. 3rd

"EMPEROR" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York 47.10. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways, via St. Lawrence 44.00. via New York 44.00. First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "EMPEROR" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

Hongkong, 26th September, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
TIENSIN, TSINGTAU & CHEFOO, CHIPSHING	MAUSANG	SUNDAY, 29th Sept, daylight
SINGAPORE, PENANG & CALCUTTA, LAISANG	MAUSANG	TUESDAY, 1st Oct, 3 P.M.
SANDAKAN	MAUSANG	TUESDAY, 1st Oct, 3 P.M.
MANILA	YUENSANG	FRIDAY, 4th Oct, 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class	Single Return
Penang	85 130
Calcutta	165 350

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports. Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukao, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,

General Managers.

Hongkong, 28th September, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
PAKHOI & HAIPHONG	"SINGAN"	29th Sept, daylight
AMOI & SHANGHAI	"KWA YSE"	29th " "
SWATOW, WEIHAWEI, CHEFOO & TIENSIN	"HOIOW"	29th " "
MANILA	"TRAN"	1st Oct, 4 P.M.
HOIOW & HAIPHONG	"CHIELI"	2nd " "
CHEFOO & NEWCHANG	"NANOHANG"	3rd " daylight
SWATOW & SHANGHAI	"KUKIANG"	3rd " 4 P.M.
SWATOW & SHANGHAI	"HUMA"	5th " "
OEBO & ILOILO	"SUNGKIANG"	10th " "
MANILA, ZAMBOANGA & COLONIE	"CHANGSHA"	10th " "
YOKOHAMA & KOBE	"CHINGTU"	10th " "
SWATOW & SHANGHAI	"SHANGHAI"	11th " "
SWATOW & SHANGHAI	"YOOH W"	15th " "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 28th September, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	Fraser	MANILA	SATURDAY, 5th Oct, 1907.
ROBI	2540	Almond	"	SATURDAY, 12th Oct, 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 28th September, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	To sail
"OCEAN MONARCH"	On the 2nd November, 1907.

For Freight and further information, apply to

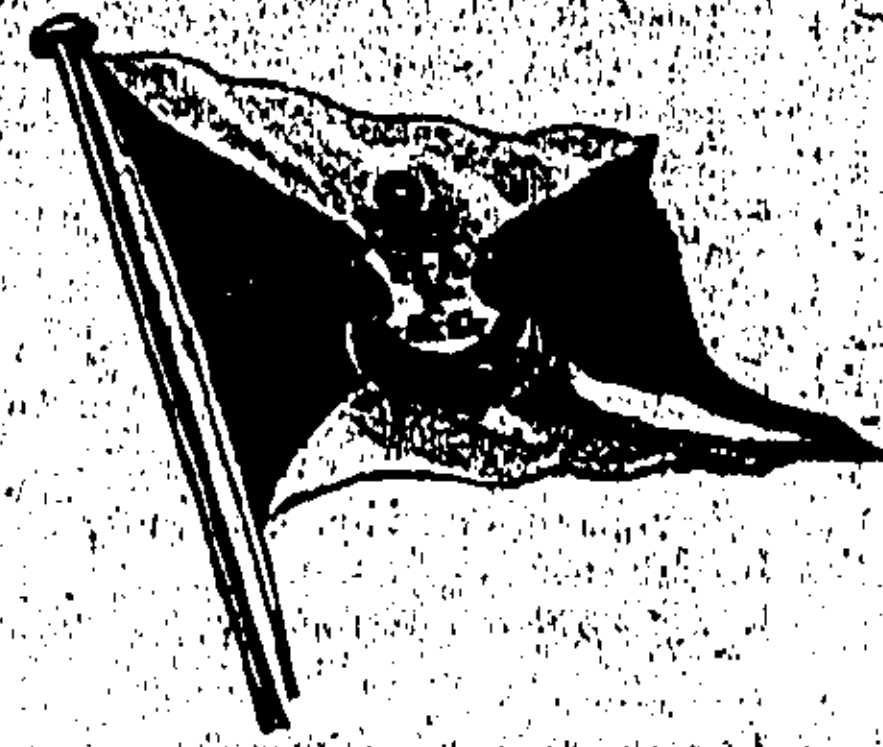
SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 23th September, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



159 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY
LOWER BERTES.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HOHENSTAUFEN ... 1st Oct.

RHENANIA ... 2nd Oct.

SILESIA ... 2nd Nov.

HOHENSTAUFEN ... 30th Oct.

SILESIA ... 11th Dec.

Hongkong, 26th September, 1907.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATON APCAR," Captain A. Stewart, will be despatched for the above Ports, on TUESDAY, the 1st proximo, at daylight.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 24th September, 1907.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SIKH" ... 5th Oct.

FOR BOSTON AND NEW YORK.

S.S. "MUNCASTER CASTLE" ... 26th Oct.

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 27th September 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing.

Sueric 6,235 W. Skotton 15th Oct.

Kumelic 6,232 D. Baird 25th Oct.

Shawmut 9,666 E. V. Roberts 6th Nov.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 20th September, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER.

"KWONG SAI" ... Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 2, Queen's Road West.

Hongkong, 2nd July, 1907.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA,"

Captain Sellier, will be despatched for the above Ports, on or about MONDAY, the 30th September.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 23rd September, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND IQUIQUE via JAPAN PORTS (KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers Capt. Tons To sail

KASATO MARU ... D. Mori ... 6,100 TUESDAY, Oct 8, Noon.

KATHERINE PARK ... 5,000 About End of Nov.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager, York Building.

Hongkong, 24th September, 1907.

Intimations.

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 7th March, 1907.

THE HONGKONG STUDIO

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE

Hongkong, 13th September, 1907.

HONGKONG AVERAGE MARKET PRICES.

Corrected 27th September, 1907. 100 cts. per 5 Mts.

BUTCHER MEAT.

Beef—Prime cut—Mei Lung Pa B.

"Comed—Ham Ngau Yuk

"Roast—Shiu

"Breast—Ngau Lam

"Soup, Tong Yuk

"Steak—Ngau Yuk Pa

"Silo—Ngau Lau

"Sausages—Ngau Yuk Chang

Bullock's Brains—Know

"Tongue fresh—Ngau Li

"Comed—Ham Ngau Li

"Head—Ngau Tau

"Heart—Ngau Sum

"Hump, Salt—Ngau Kin

"Feet—Ngau Keok

"Kidneys—Ngau Yiu

"Tail—Ngau Mei

"Liver—Ngau Con

"Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau-chai-tau-keok

Mutton Chop—Yeung Pai Kwai

"Leg—Yeung Poi

"Shoulder—Yeung Shau

Pigs' Chittlings—Chi cheong

"Brains—Chi Know

"Feet—Chi Keok

"Fry—Chi Chak

"Head—Chi Tai

"Heart—Chi Sum

"Kidneys—Chi Yiu

"Liver—Chi Kon

Pork Chop—Chi Pai Kwai

"Comed—Ham Chu Yuk

"Leg—Chu Pei

"Fat or Lard—Chu Yau

Sheep's Head and Feet—Yeung Tau

"Keok

"Heart—Yeung Sum

"Kidneys—Yeung Yiu

"Liver—Yeung Con

Sucking Pigs, To Order—Chu Chai

Suet, Beef—Sang Ngau Yau

"Mutton—Sang Yeung Yau

Veal—Ngau Chai Yuk

"Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

Capon, Large, Small—Sin Kai

Ducks—Ap

Doves—Pan Kau

Eggs, Hen—Kai Tan

Fowls, Canton—Kai

"Hainan—Hoi Nam Kai

Geese—Ngo

Geese, Wild Shanghai—Sheung Hoi Ye

Ngo

Musk Deer—Wong Keng

Hare—Tu Chai

Partridge—Che Khoo

Pheasant—Shan Kai

Pigeons, Canton—Pak Kup

"Hoihow—Hoihow Pak Kup

Quail—Um Chub

Rice Birds—Wo Fa Cheuk

Snake—Sa Chai

Turkeys, Cock—Fo Kai Kung

"Hen—Na

Wild Ducks, Shanghai, Sui-ap

Teal, Shanghai, Sui Ap Chai

Wild Ducks Canton—Sang Shing Sui

Ap

FISH.

Barbel—Ka Yu

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOBRE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new) Do.	80,000	\$125	\$125	\$1,000,000	\$1,797,167	\$1.15/- for 4-year ending 30.6.07 @ ex 1/2 3/16 - \$16.04	5 %	\$545 ex new is. 5.02 1/2 new issue London 277.10/- ex new issue London 260.10/- 1/2 issue first call \$51
National Bank of China, Limited	90,000	£7	£6	\$1,715,000	\$71,233	\$2 (London 3/6) for 1903	7 1/2 %	\$270
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,075,000	\$233,658	\$20 for 1905	7 1/2 %	\$270
North China Insurance Company, Limited	10,000	£15	£3	\$1,100,000	Tls. 185,520	Interim of 7/6 for account 1906 @ ex 2/10 11/16 per cent	6 %	Tls. 75 sellers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	\$3,000,000	1,400,400	Final of \$12 making \$42 for 1905 and Interim of \$37 for 1906	5 1/2 %	\$760
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000	\$461,467	\$1 for year ending 31.12.5	7 %	\$170 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000	\$362,980	\$1 and bonus \$2 for 1905	9 1/2 %	\$86
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$435,338	\$40 for 1905	13 %	\$310
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$21	\$7,000	\$365	\$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$204,038	Nil.	\$2 1/2 for year ended 30.6.1906	6 %	\$42
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000	127,101	\$1 for 1st half-year ending 30.6.07	7 1/2 %	\$28
Indo-China Steam Navigation Co., Ltd. (Deferred) Do.	70,000	£5	£5	\$60,000	£3,694	\$1 for 1906 @ ex 2/24 - \$2.74 per share	3 1/2 %	\$41
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 13,327	Interim of Tls. 1 1/2 for account 1907	11 1/2 %	Tls. 472 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$1,000,000	172,370	Interim of 1/- (Coupon No. 8 for a/c 1907)	4 1/2 %	Tls. 481 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000	\$137	\$1.00 for year ending 30.4.1907	5 %	\$20 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 98,000	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	9,218	\$8 for year ending 31.12.06	8 1/2 %	\$98
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Tls. 8,935	\$3 for 1897	4 1/2 %	\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	none	Tls. 4 (8 1/2) for year ending 31.8.06	4 1/2 %	Tls. 90 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$110,000	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15.80 b.
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$10,000	£1,358	No. 12 of 1/- = 48 cents	...	\$81 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$64,124	\$10,335	\$1.75 for year ending 31.12.06	10 1/2 %	\$17
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	\$100,000	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 %	\$67 1/2
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$100,000	\$491,580	\$4 for 1st half-year ending June 30th, 1907	8 %	\$100 buyers
Shanghai Dock and Engineering Co., Ltd.	57,700	Tls. 100	Tls. 100	Tls. 100,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4 %	Tls. 28
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 100,000	Tls. 23,117	Interim of Tls. 8 for account 1907	8 %	Tls. 274 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$25,000	\$10,908	\$2 1/2 for year ending 30.6.07	9 1/2 %	\$23 buyers
Central Stores, Limited	50,723	\$15	\$15	\$760,845	19,178	\$1.80 for 1906	12 1/2 %	\$244
Hongkong Hotel Company, Limited	10,000	\$50	\$50	\$500,000	\$10,925	\$4 for 1st half-year ending 30.6.07	10 %	\$100
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$16,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$66
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	\$1,000,000	\$11,567	80 cents for 1906	7 1/2 %	\$10 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$1,089	\$2 1/2 for 1906	7 %	\$36
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 169,493	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 101 sellers
West Point Building Company, Limited	17,500	\$50	\$50	none	\$1,578	Interim of \$2 for half year ending June 30th	8 1/2 %	\$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %	Tls. 63 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	175,000	\$10	\$10	Tls. 459,339	\$14,269	50 cents for year ending 31.7.07	4 1/2 %	\$10 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 1/2)	11 1/2 %	Tls. 53
Lao-kung-mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 31,469	Tls. 8 for 1906	8 1/2 %	Tls. 90 sellers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 50,663	Tls. 50 for 1906	17 1/2 %	Tls. 290 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	£12/6	£12/6	£1,299	£638	17 1/2 per share for 1906	9 %	£61
Campbell, Moore & Co., Limited	1,200	\$10	\$10	19,000	653	\$3 for 1905	...	\$20 sellers
China Borneo Company, Limited	10,000	\$12	\$12	none	Nil.	\$1 for 1904	...	\$9 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 58 sellers
China Light and Power Company, Limited	10,000	\$10	\$10	none	\$25,000	60 cents for year ended 28.2.06	...	6 buyers
China Loan and Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	1855	80 cents for 1906	9 %	\$9
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$300,000	\$2,555	\$1.50 for year ending 31.7.1906	7 1/2 %	\$18
Greep Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000	\$10,804	Interim of 50 cents per share for a/c 1907	9 %	\$11
Hall & Holtz, Limited	27,000	\$20	\$20	\$186,000	15,002	\$2 1/2 for year ending 28.2.07	11 1/2 %	\$20 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	12,953	11 per share for year ending 28.2.07	7 1/2 %	\$14 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$105,000	\$4,361	Interim of \$4 for 1-year ending June 30th 07	9 1/2 %	\$240
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	14,212	Interim of 80 cents per share for a/c 1907	8 %	\$25 buyers
Maatschappij tot Exploitatie van Landbouw-planten in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500	Tls. 10,374	Third interim of Tls. 7 1/2 making Tls. 22 1/2 for a/c 1907	9 %	Tls. 330 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	Tls. 27,003	\$2,655	1st interim of 19th Oct. to 30th Apr. 07	8 1/2 %	\$12 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	none	\$12 buyers
Philippine Company, Limited	67,500	\$10	\$10	\$5 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 107
Shanghai Hop & Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 67,323	Tls. 9,751	Tls. 4 for 1905	...	Tls. 32 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	...	Tls. 66 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820	Tls. 7,843	Interim of Tls. 5 for a/c 1907	8 1/2 %	Tls. 116 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	Tls. 190,000	Tls. 85,592	Interim of 15/- for account 1907	...	Tls. 110 buyers
South China Morning Post, Limited	7,200	\$25	\$25	none	...	Interim of 11 1/3 for account 1907	...	Tls. 280 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$41,934	None	6 1/2 %	\$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295	Tls. 201	40 cents for year ending 31.5.07	...	Tls. 97
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$349	Tls. 61 for year ending 30.4.07	...	\$12
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	\$35,000	\$1,360	First year	...	\$10
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$300,000	\$5,482	80 cents on 9,000 ord. shares and 19.8 on 100 Founders' shares for year ending 31.5.07	8 %	\$10
William Powell, Limited	15,000	\$10	\$10	\$35,000	\$182	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %	\$12 sellers
				\$4,500	\$182	Final of 30 cts. making 80 cts. for the year ended 30th June, 1905	10 %	\$8

* These shares are entitled to half of the profits.

Hails.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON.

HAVER, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "AUSTRALIAN" Captain Verron, will be dispatched for MARSEILLES on TUESDAY, the 2nd October, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia will prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows: S.S. "NARA" on 15th Oct. S.S. "PARRA" on 19th Oct. S.S. "BARNET SIMONS" on 23rd Oct. S.S. "TONKIN" on 27th Nov. S.S. "POLYNESIE" on 1st Dec. S.S. "TOURANE" on 24th Dec.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th September, 1907. (10)

THE AMERICAN AND ORIENTAL LINE FOR NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship

"HEADLEY" will be dispatched for the above Port, on or about SATURDAY, the 19th October.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 16th September, 1907. (13)

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA."

Captain C. L. Daniel, carrying His Majesty's Mails, will be dispatched from this for BOMBAY, &c., on SATURDAY, the 5th October, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. "VICTORIA", 6,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Pasta" due in London on 16th November, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 21st September, 1907. (2)

Intimations.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE.

DEPOT

GENERAL HOUSEHOLD

FOR EASTMAN'S

REQUISITES.

&c. &c. &c.

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

The Whisky of Great Age

DEWAR'S

IMPERIAL

John Dewar & Sons Ltd

Sole Agents. BUMANN & BERBLINGHED.

16, 18 & 17, Connaught Road Central.

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No. 5576

號一十二月八年三十三緒光

SATURDAY, SEPTEMBER 28, 1907.

大拜禮 號八十二月九年英香港

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Local and General.

On September 16, 1907, at Shanghai, the wife of PERCY CRIGT, of a daughter.

On September 16, 1907, at Shanghai, the wife of FRANCIS ELLIS of Shanghai, of a son.

On September 16, 1907, at Shanghai, the wife of W. HUNTER, of a son.

On September 17, 1907, at Shanghai, the wife of Capt. J. R. MILLER, of a daughter.

On September 17, 1907, at Shanghai, the wife of GEORGE GUNBY, of a son.

On September 23, 1907, at Shanghai, the wife of ALBERT SANDER, of a son.

MARRIAGES.

On September 17, 1907, at Shanghai, Mr. H. J. WILLIAMS to Miss MAZE E. JILL, both of Point De Galle, Ceylon.

On September 18, 1907, at Yokohama, WILLIAM ALBERT REED to MABEL MAY SAMSON.

DEATHS.

VANSTON.—At the Peak Hospital, on the 22nd September, at 9.40 a.m., LIZIE VANSTON, wife of J. J. Vanstone, Masonic Hall. Age 43 years. For obituary papers please copy.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, SEPTEMBER 28, 1907.

THE DECLINE OF PAKHOI.

(21st September.)

In his report on the trade of Pakhoi in 1906, the British Acting Consul, Mr. Savage, attempts to paint a bright and attractive picture from colours that are faded and dead. It may be that Pakhoi will become one of these days an important port of call in South China, but as matters stand at present what seems most evident to the looker-on is the steady decline in the trade of the port. Mr. Savage attributes the decrease shown on the import and export sides of the report in great measure to the effects of the typhoon of last year, which did much damage to houses, junks, fishing craft and standing crops. Then again, little or no rain fell during the last three months of the year with the result that "the rice, sugar and sweet potato crops suffered accordingly." In the view of the undimmed optimist Mr. Savage adds: "In these circumstances it was not to be expected that trade would flourish; the wonder is rather, that its balance sheet should not reveal a greater deficit than it actually does." But are we to believe that the deficit was

due solely to such a circumstance as an "elemental disturbance"? It must not be forgotten that last year Pakhoi was in the centre of a ruffled and agitated population, which was awaiting with eagerness, not unmixed with anxiety, the steps to be taken against the officials who had failed to discharge their trust according to the idea of the leading reformers in the district. People awaited events in suspense and allowed other affairs to drift. Neither Chinese peasants nor those of other countries are inclined to toil and slave in the effort to win a scanty livelihood from a rocky soil when there is a possibility, which looms larger every day, that they will not be permitted to reap the fruit of their labour. And while Pakhoi last year was speculating what would be the outcome of things, there are still the same rumours, the tales of actual fighting between the reformers and the Imperial troops, the absence of security and protection, the sense of disaster, all of which contribute to the decline of trade generally. In 1906 the total value of Pakhoi's trade was £407,979—reckoned on the basis of the Haikwan tael being worth 35.34d.—a decrease of nearly £24,000. Of that amount £15,457 was due to a falling off in the import trade and £8,491 in the export trade. As Mr. Savage remarks, "it might be assumed that the decrease in the import trade would fall to be borne by foreign manufacturers, but inspection of the table of principal imports shows that such was not the case. On the contrary, most of the principal imports of foreign origin increased in quantity. But there was a heavy drop in the import of nankeens (native cloth) amounting to over 1,600 cwt. which alone would account for the difference. What was still more satisfactory was that that portion of the trade which consists most largely of British goods actually shows an improvement over the value of the year 1905." When dealing with the question of opium, Mr. Savage is honestly sceptical, albeit in a proper and decorous way, of the ability of the Chinese Government to clear the drug out of Pakhoi; at any rate for some time to come. Of course he does not say so in these words, but unless we misread his meaning that should be his opinion. He states: "Indian opium figures in the import list to the amount of 220 cwt., valued at £17,493, as compared with 209 cwt., valued at £15,668 in 1905. Yunnan opium is also represented with a modest 9 cwt., estimated at £600. This is interesting, as it affords an opportunity of comparing the respective values of the Indian and the native drug when landed here. Indian opium works out at £79, and Yunnan at £66 13s. 4d. per cwt. Apart from the fact that various yamens have received written instructions whereby the officials and their staff are given three months to break off the habit of opium-smoking, no active steps have as yet been taken to restrict the general use of the drug by the people. Early last year new taxes were instituted on opium throughout the province in the form of licences to be taken out by all shops and divans selling prepared opium. The usual practice of farming the taxes was adopted, a system which does not benefit the public revenue to the fullest extent, but which has at least the advantage, from the Chinese official's point of view, of saving much trouble and of avoiding a good deal of popular opposition and discontent. The amounts paid by the shops on account of this tax vary from about 20 shillings per month in the case of the largest shops to 2 or 3 shillings in the case of the smallest. The incidence of these additional taxes does not appear so far to have had any effect upon the consumption of opium in general." So that despite bad trade and the increased tax on the drug, the people still continued their old habit of philosophically consoling themselves with the opium pipe. The sugar grown in the Pakhoi district finds itself at a disadvantage when having to compete with the product of Java. We read that: "As far as quantity goes, most of the principal exports show a decided improvement with the unfortunate exception of sugar, the most important of all. This article has decreased by over 2,000 tons since 1905 and is 3,278 tons below the average of the past six years. This is partly due to damage to the crop from the heavy spring rainfall, but the competition of Java sugar in the Hongkong market is the chief cause of the decline." With the object of bolstering up the port, it has been suggested that Pakhoi should be connected with the West River basin by railway. On this subject Mr. Savage admits that the scheme would almost certainly cause a considerable expansion of trade but, he adds, "it remains doubtful whether such expansion would be sufficient to warrant the necessary outlay, and it is still more doubtful whether the capital required could be procured in this impoverished district. The promoters of the scheme have, it is true, approached the Yuet-Han (Canton-Hankow) Railway Company for assistance in placing their shares upon the Chinese market—for foreigners are not wanted—and have been met in a sympathetic spirit. But the enormous difficulties of financial organisation and management, with which the stronger Cantonese combination has had to contend, and which it has yet been unable to overcome, will undoubtedly repeat themselves for many years to come in any similar venture undertaken by Chinese themselves, so long as they insist upon rigidly excluding themselves from the valuable assistance of foreign capital, and the equally essential advantages of foreign experience. In these circumstances it is at least unlikely that their fairy dreams of railway development will materialise into solid realities for a long time to come." To conclude, the decline of Pakhoi

seems self-evident, and even Mr. Savage has to admit that the trade has fallen so low "that it seems improbable that it can fall much lower." The trade area has dwindled gradually, owing to the competition of newly opened ports, to little or nothing beyond the neighbouring district.

THE INDUSTRIAL FUTURE OF CHINA.

(3rd September.)

The exceptionally well-informed article by "Asiatius" in the *Pail Mail Gazette*, and reproduced in this paper last week, will have commanded attention for the correctness of the views expressed by the writer in the home journal. In noticing the article on the great question of the industrial future of China, with which the interests of this Colony are so intimately bound up, the *Singapore Free Press* remarks that "those innocent persons that think nations can shut themselves up in a ring fence and work out their own destiny for well or woe independent of the pressure of outside humanity, are vastly mistaken. It is some such conception that is at the bottom of all the ideas of Labour and Socialism. They do not realise that there may be irresistible human forces outside of their ken and control that may some day bend them or break them as they will. Such an aggregation of forces 'Asiatius' finds in the as yet almost dormant activities of China, an aggregation of hundred peoples that has hitherto lived self-sufficient to its own needs." With the opinion of our Straits contemporary that "all that is about to be changed" most people will agree. The eagerness with which railway schemes are being taken up, the introduction of telephone system and electric lighting, the installation of wireless telegraphy, are all the practical results of the assimilation of Western ideas which is to be seen carried into effect in our own immediate neighbourhood in Canton. "Contact with the West and Western methods," as the *Free Press* correctly observes, "has taught the enlightened Chinese capitalists and merchants that the way to wealth lies in commerce and industry that shall have for a field no longer the limited area of Chinese provinces and seaports, but the countries of the whole world. In this Japan has, with its greater mental agility and facility of assimilation of Western ideas, taken the initiative. And as to this it is only enough to point to the greater Japanese Shipping Companies that not only cover the Pacific Oceans on both sides with their operations, but run direct lines to Europe, thus forming an independent medium of commercial exchange between Japan and Europe. China has already done something in this direction upon her own coast, and even in the Straits we find the Chinese individual and company shipowners enterprising and active." It will be but a short time before we see some great equivalent to the P. and O. Company, or the M. D. Lloyd in the form of a Chinese line, or lines to Europe and to the American Pacific coast. With that a great further development of the true Chinese industries now being created in China. One can see the movement in the new and intense Chinese desire to find their own capital for their own railways, mines, mills, and ironworks. That is but the first feeble trickle of what some day will be the letting out of great waters. When China begins to compete in European and American markets, as she will some day in steel, in machinery, in electric plant, in textiles of every kind, and under cut all European rates because of endless supplies of labour willing to work two hours for the white workers' one, and to work hard where the trade Union members go slow deliberately to limit output, the British workman will begin to find that he has run up against a snag that never in all the centuries to come will he be able to get clear of. When the day comes that the Chinese industrial companies and trusts can sell in Europe and in England articles that the British artisan cannot turn out for double the money, discovery of that will come on British industry with a shock that will afford poor chance of recovery. We who know the Chinese worker know that a great deal of what "Asiatius" says is entirely true. Whether all that he says about the probability of Chinese merchants is so favourable as he makes out, is something about which we may have varied opinions.

"IS THAT TRUE?"

(24th September.)

"Is that true?" was the somewhat disconcerting exclamation of His Excellency Sir Frederick Lugard when he was informed that his inaugural shot over the new rifle range at the Peak on Saturday had scored a "possible." Everybody knows how these pleasant affairs are arranged and everybody is prepared for the perfectly proper signal which follows the opening of a rifle range by the chief administrator of the Colony. His Excellency, however, not being versed in these happy evidences of friendly feeling and encouragement had his doubts and, no doubt to the astonishment of those in attendance, gave expression to them. Whatever the answer to his query was, and we are not told that any was offered, there is an application in His Excellency's question which is carried to its ultimate limits must involve important issues in the conduct of the administration of Hongkong's public affairs. When a Governor arrives in a colony where the conditions are totally different in every respect to those to which his previous experience has accustomed him, it is but natural that he should accept the views and ideas of those who come within his immediate

circle. These views may, of course, be admirably suited to the needs of the Colony, or they may be simply the stereotyped expression of a hide-bound bureaucracy. It is for the Governor to discover for himself the real situation, and therefore it is that all who are interested in the welfare of the Colony will rejoice in believing that the independent character of His Excellency's mind may be traced in the remark, made almost unconsciously, "Is that true?"

At the present time there is scarcely a single question of public concern on which any half-dozen residents in Hongkong are agreed. More or less, people are united in expressing their views on the subject of reforms, but when it comes to details hopeless confusion abounds. On the subject of opium, to take one example, the correct attitude to assume is that in favour of abolition. In order to attain this end a few harmless and otherwise well-meaning zealous present statements, which they naturally assert to be facts, and by a lavish expenditure of embroideries seek to foist their views on the Government regardless of the opinions of those most concerned. The average official in a Crown Colony, or at all events those at the head of departments, is but a transient visitor and it is accordingly his aim to steer a middle way between contending parties, on the principle that the smaller the fuss the greater the prospects of promotion. The question eventually comes before the Governor who, disdaining to take everything for granted, asks "Is that true?" not with the object of receiving a reply in the affirmative, but in order that all the proofs which have convinced his subordinates may be laid before him. Of course, the question itself is as old as the hills; it was rendered historical by Pontius Pilate; it was, perhaps, the original remark which ushered duplicity into the world. At the same time while a statement may in itself be true, it may conceal a very material portion of the truth—in other words it may not be the whole truth, and that applies very particularly to Hongkong. There is hardly a report or set of statistics relating to conditions in Hongkong which is not susceptible to criticism on that point. A Commission is appointed to investigate a certain question; the opinions of the members are known to everybody and the result is a foregone conclusion, because it follows that any examination that may take place is confined to the confirmation of the views already expressed. In the majority of instances, those views or premises have been hammered and pounded into the heads of those who are not prepared to take the trouble to think for themselves, with the result that those who cavil at finding or suggest that there is another side to the question are regarded as intolerant reactionaries. If His Excellency the Governor, in the consideration of the affairs which come under his review, in the course of his daily duties, keeps the question "Is that true?" as his lodestone, his task of securing the welfare of the Colony will be vastly increased; but the end will justify his labours, provided that the bottom of the well is thoroughly dredged. Indeed, there is probably no resident in Hongkong who is more greatly handicapped in the acquisition of the entire facts pertaining to any public matter than His Excellency the Governor. Living in a serene atmosphere where the immediate difficulties of the governed are not apparent, and surrounded by those whose main anxiety is to give the Colonial Office as little trouble as possible, the Governor may be inclined to believe that all is well in the State of the Colony when the opposite is the case. It is not for the hoi-polloi, the native residents, the underpaid civil servants, the unrepresented taxpayers to blazon forth their grievances or to clamour about the disabilities under which they labour. Their duty is to remain quiet, and truth to tell that is not a very difficult thing for them to do, for the major portion of those few hours which are left to them after the toil of the day are generally spent in solving the problem, a veritable *passionnément* in many cases how to make both ends meet. However, we may take it that His Excellency Sir Frederick Lugard comes to the work of administering the affairs of Hongkong with the broad determination to find out, in the first place, the whole truth and then to act upon his knowledge of the truth. In any event, the snap-shot query "Is that true?" will not be lost on that fraternity which would bolster up bogus claims or support impossible assertions by means of fabricated facts. Sir Frederick Lugard has given the Colony a pointer which is eminently necessary in these days of fraud and humbug—"Is that true?"

OFFICIAL OMISSIONS.

(25th September.)

When Mr. Thomas H. Whitehead was justifying his title to the designation of the Report of debate at the Legislative Council of Hongkong, he succeeded in compelling the Government to append to every Bill introduced into the Council an epitome of the Bill together with an explanation of its purpose, which was termed its "objects and reasons." Prior to that innovation, Bills were flung on the table without a single word to account for their presence, and if members by some happy chance managed to discover the motive which had induced the Government to introduce the Bill, or by their gift of second sight found themselves in a position toathom the working of the official mind as shown in the Bill, so much the better for them. But the device and tortuous reasonings which lead to the framing of Government measures are frequently beyond the understanding of the most pronounced quidnunc, and Mr. Thomas Whitehead had the entire community on his side when he obtained the promise of the Government to give the "objects and reasons" with every Bill introduced, so that its purpose might be open to criticism before it came up

for the second reading. So far as the majority of people are concerned, the only opportunity they have of learning the character of the new Bills introduced is through the medium of the Press. When a Bill consists of 50 or 60 clauses it is manifestly impossible to publish it in *extenso* in a daily newspaper, and therefore the official summary and explanation are all the more valuable both to legislators and the general community. These "objects and reasons," then, have been consistently appended to every new Bill since the time of Mr. Whitehead, and it does not appear that by this concession to the public the Government have lost any degree of their bureaucratic power. But now that we have a Governor who is unfamiliar with the established forms of business at the Legislative Council, and an Attorney-General who is equally fresh to the soil, the old order of things appears to be in a fair way to being "improved" out of existence. Not one among the batch of new Bills which were introduced at the first regular meeting of the Legislative Council presided over by His Excellency Sir Frederick Lugard, and presented by Mr. Rex, Dalrymple, the Attorney-General, contained a solitary line which could be termed an explanation of its "objects and reasons" (or presentation. Two of the Bills were of the highest importance to the Colony and we would defy anybody either to make head or tail of their provisions, or to explain the necessity for their introduction. These were the Bill dealing with the publication of seditious matter in the Colony—that is to say, matter which would be deemed seditious in China but the Chinese Government—and the Bill amending the Stocks Ordinance. The Seditious Bill would appear to be a most comprehensive measure, hitting at Chinese and English newspapers alike. Indeed, if it passes as it stands it is difficult to see how the most cautious Editor or Publisher will escape the penalty of two years' imprisonment for using seditious language calculated to inflame the people of China against the Chinese Government—that model of propriety, impartiality, and constitutional administration. We, who are British subjects, regard with amusement the law of *lese majesty* as it is worked by an ultra-official police in Germany, but this Bill proposes to convict of *lese majesty* and of sedition anyone who publishes anything derogatory to the Chinese Government or likely to assist the leaders of the opposition in China. In fact, if it passes into law as it stands, the Press of Hongkong will be practically compelled to ignore the very existence of China, to make a holocaust of all telegrams relating to Chinese disturbances, to smother, strangle and pack in a trunk for shipment abroad all rumours, reports and statements of Chinese official doings, no matter how well authenticated they may be, to enunciate tales of starvation, over-taxation, eleemosynary aid, droughts, famines, elemental catastrophes, lest their appearance should be deemed subversive of China's good government; to stifle, poison, deceptively all references even to prosperity in case the Empress Dowager should complain that the reformers may get up in arms, and to withhold all references to comets, eclipses, falling stars, spots on the sun, messages from Mars, the rings of Saturn and the gesticulations of Jupiter, in order that the people may not be incited to wrath and rebellion and the sleep of the Royal Family at Peking seriously imperilled. At all events, the Bill seems to make provision for all these things. Yet we are not afforded the ghost of an idea why it should be introduced now or whether it is done to propitiate Viceroy Chung, the new ruler of Canton. And so it is with the other Bills. The unofficial members are a negligible quantity; why, then, continue a system which was only introduced because there happened to be a people's champion at the Council, once upon a time? That seems to be the official attitude, the unofficial members of to-day will say nothing; the Governor is ignorant of the custom; the Attorney-General is likewise in the dark—there is only the general taxpayer left—if he murmurs so much the worse for him. This hole-and-corner business, administration by means of the "C.S.O." and general disregard of the rights of the people is becoming a trifle too common. We can only trust that His Excellency Sir Frederick Lugard will stand by "old custom" in this respect at least and issue orders that the former practice of withholding the "objects and reasons" to all new Bills be resumed and adhered to.

BRITISH INTERVENTION REQUIRED AT SAM-CHUN.

(26th September.)

Among the many difficulties which have to be overcome by enlightened opinion in China none attains such dimensions as that which conflicts with the superstitious beliefs of the people. The construction of railways, together with the introduction of telegraphic communication, has inevitably been hindered by the caprice of the ignorant body of the community, even despite the advice of the elders and counsellors. Occasionally the action of the people in manifesting their objection to the new-fangled notions brought from the end of the earth has been quietly engineered and guided by those who had an eye to business in the future and the fanaticism begot by ignorance has been used to serve the purpose of the schemer. Accordingly, when it was determined to construct a railway between Kowloon and Canton fears were entertained that some of the natives in the interior might see in the innovation an insult to the sacred soil. It is wonderful, by the way, how useful an auxiliary *fung-shui* is to the disconcerted, the money-grabbers and the speculators. A parcel of land which may not be worth a song as it stands becomes the special domain of the land genius immediately anybody suggests that it may have some value. But this quality attaching to the soil disappears very rapidly should the proprietor be the Chinese Government or the Viceroy of the Province. There was no suggestion of *fung-shui* when Viceroy Shum or ex-Minister Chang projected their railway scheme to Amoy via Whampoa; the people were bravely ordered to give up their land with the best grace possible, for if they failed to do so they would suffer the consequences. It has been the policy of the Hongkong Government in directing the operations of the Kowloon section of the line to Canton to propitiate and conciliate the native Chinese residing in the New Territory in every possible way in order that trouble might be averted and the question of geomantic influences avoided. So carefully has that policy been pursued that with but one or two exceptions, when rapacious squatters sought to trespass their property with a

fictitious value by attributing to the soil supernatural virtues, there has been no clash between the natives and the Philistines. Yesterday, however, we received private information to the effect that a somewhat serious affair had occurred at Sam-chun, in which a British surveying party employed in connection with the railway had been assaulted by a gang of rascals. We have no wish to be the slightest degree to magnify the importance of an unfortunate and unexpected occurrence, more especially as we must remain in the dark for some time as to the real or alleged cause of the disturbance. But its significance is not to be glossed over as if it were an ordinary everyday event. To begin with, we may confidently assume that the surveying party did absolutely nothing which would run counter to the opinions, beliefs, customs or habits of the people. Then, again, the appearance of foreign surveyors is no new feature at Sam-chun, which stands on the border between British and Chinese territory. And on previous visits the engineers have been allowed to go unmolested. What then aroused the wrath of the people to such an occasion for an uproar, and is it a peaceful expedition? It must be remembered that Sam-chun—the Berwick of Kwangtung—is a veritable hotbed of turbulence; it is eternally seething with alarms; the people are entirely beyond the control of the authorities and mob law prevails. Sam-chun is no mean city in its way, for it is the greatest market town on the route of the railway between Kowloon and Canton. It is the rendezvous of all the filibusters, vagabonds, wandering Ishmaels and pariahs on the peninsula, and in times of excitement it is one of the head centres of the malcontents. In fact, Sam-chun is a perpetual source of trouble, a menace to all peaceable communities in the district, and a nuisance which the Chinese authorities should long ago have disciplined and controlled. It will thus be recognised that inhibited as Sam-chun is by a lawless and lawless population, the slightest incident is trailed as an occasion for an uproar, and it speaks volumes for the diplomacy of the British railway representatives who have visited the market-town in the past that no exhibition of anti-foreign feeling has occurred. We may also take it for granted that only the forbearance and wisdom of the party attacked the other day, kept the nascent emuete within bounds. The fact of the matter is, Sam-chun should never have been left in the hands of the Chinese when Great Britain was delimiting her territory on the mainland. The line of demarcation should have been the town and river of Sam-chun well within the jurisdiction of British authority and then there would have been an end once and for ever to all the affairs, turmoil, uprisings and disturbances which are endemic in Sam-chun. In place of a fighting, quarrelsome, rebellious centre of disaffection, we would have had a flourishing market-town, the store-house for the products of that fertile district which in course of time will be tapped by the railway, and the distributing point for goods and produce of Hongkong. After all what does China want with Sam-chun? Naturally the Canton authorities would plausibly declare that without the unruly, dissipated, disorderly element of a town, one of the brightest jewels of the Province would be lost to the Imperial Government, but it is doubtful if they could be regarded as entirely disinterested. Sam-chun as it stands is an excrescence and should be treated as such. Let Great Britain firmly declare that Sam-chun is part and parcel of the New Territory, install guards and police, deny the rights of others to collect *likia* and convert the place into a respectable outpost of British interest. It must come to that sooner or later, for we cannot tolerate an *Alsatia* at the junction of the British and Chinese sections of the Kowloon-Canton railway—and if Sam-chun is brought within the scope of British influence before the railway has reached the town, and before a start is made with the construction of the great bridge across the river, to much the better. The step has to be taken so it might as well be taken at once. It will prove as advantageous and beneficial to China as it will to Great Britain, or rather Hongkong, and it is unlikely that any other power will have a word to say on the subject, for it is not a case of annexation of new territory or an instance of Britain's faculty for land grabbing on any excuse, but a simple desire to reduce a wayward and dangerous centre of disturbance to peace by the force of the law, the authorities, and of reactionaries by the reformers. Whatever the alleged cause of the outbreak, it should have the effect of opening the eyes of the Government of Hongkong to the extreme danger of a lawless Sam-chun to remain outwith British jurisdiction, a menace to the prestige of British administration.

THE DEVELOPMENT OF RUBBER CULTIVATION.

(27th September.)

About ten years ago, a few experimentalists in Ceylon turned their attention to the cultivation of rubber, with the object of finding out whether the soil of the Colony was suitable for the propagation of the plant, and whether the world's supply of rubber which fell far short of the demand could be augmented by the East Indies. In many respects, the planters entered upon their experiments with but little practical knowledge of what was necessary to secure the best results, but the natural care and attention which they had devoted to their tea and coffee plantations were not cast aside when considering the possibilities of rubber. In 1903 patches of *Hevea Brasiliensis* were in cultivation on a considerable number of estates, but the planters of Ceylon, being in receipt of remunerative prices for their tea, were not disposed to make any special provision for a plant whose characteristics were but imperfectly understood and whose future was, to say the least, problematical. In the Malayan States, however, where coffee was the chief agricultural product, low returns induced the owners of plantations to look around in the hope of discovering an auxiliary which would compensate them for the trouble of cultivation and enhance the value of their estates. In some quarters there has long been a mistaken idea that the Federated Malay States are given over to tin mining, notwithstanding the numerous agri-horticultural shows which have been held of late years to prove the progress made in agriculture. It is true that many fortunes have been made out of tin, but the real wealth of the Malay States lies in its agricultural possibilities, a fact which has been made manifest by the interest shown in the cultivation

tion of rubber. Once it appeared to the energetic planters of Malaya that there was money in rubber they went into the matter with an energy and determination which commanded success. The result is that the aggregate crop for next year is estimated at 650,000 tons, whereas Ceylon is only expected to be credited with 100,000 tons. Of course, these figures are small and insignificant, but taken together only represent about one-eighth of the world's supply, but they show what has been done in the short space of four or five years. What will be done during the next decade is the question which is interesting those who are concerned with the future of rubber cultivation. Naturally, when it became clear that rubber was likely to prove a profitable and safe investment, several companies were launched mostly by planters in Ceylon and Malaya. These companies were sound, solid concerns, floated with just sufficient capital to keep things going and with no idea of attracting outside support. The prospectuses were terse, bald and definite; there were no catchpenny allures about them, because the promoters and the shareholders knew exactly in what they were investing their money and neither required nor asked for elaborate explanations. But as the prospects of rubber cultivation improved, the professional company promoter came on the scene, and for a time there was a "boom" in rubber shares, which frequently proved to have been so profusely watered that anything like a dividend was a thing of dream and forget. In time of course, these companies will take their place alongside the more conservative development of rubber essentially soundly developed, and so capable of surmounting the obstacles placed in its way by speculators. In order that investors in rubber may have at hand a book of reference giving utility the chief points of interest in connection with the companies formed to cultivate rubber. Messrs. J. Oppen & Sons, of Colombo, have issued a "Tropical Investors' Guide" which is further described as a register of rubber and tea companies in Ceylon, Malaya and elsewhere. As evidence of the remarkable development that has taken place in the rubber industry in this part of the world, it need only be mentioned that the Guide gives particulars of considerably over 200 companies, most of which have been floated within the last three or four years, or since the "boom" set in. But if we are to judge from the opinion of an expert, Mr. F. Grosble Roles, there should be a vastly-increased number of plantations before the rubber market is depressed. He estimates that in 1910, the production of Ceylon will be in the neighbourhood of 2,000 tons, while from the Malay peninsula 4,000 tons may be exported, with 15,000 tons from the Dutch colonies and Borneo. "By this time," he adds, speaking of 1910 "rubber should be in use for paving streets, and nothing worse may have happened than a reduction in the market price of 50 per cent, with a constant demand at this figure for all that can be brought to market from all sources. The world's demand in 1907 may be put at 70,000 tons, but the annual per cent. increase in consumption of the last few years can be doubled when rubber becomes cheap enough for use in important directions which are at present closed to it. "The Tropical Investors' Guide" comes, therefore, at a timely moment, when rubber cultivation has safely rounded the corner of wild speculation, and when it has settled down as one of the important industries of Malaya and Ceylon. The Guide is not a mere jumble of names, dates and flashy collection of statements from the promoters, but it is actually a manual of reference, giving succinctly the principal features of the rubber and tea companies, the former pre-dominating, which have been established since the value of rubber was realised by planters in the East. For example, to take one company at random, the Guide gives the amount of capital, the shares issued, the directors and officials, the location and extent of the estates, the manner of cultivation and the progress being made, the number of trees and the date when they were planted, the output in 1906 and the estimated return for the year, general information regarding the company's side products, and the market quotation of the shares on 1st June. It will be seen that the statement of the company's position is fairly comprehensive and should certainly meet the requirements of intending investors. The volume is a combined register of sterling, rupee and dollar companies, the first of its kind, and may be described as the planter's *valde mecum*. Whether rubber will ever become a profitable investment in Hongkong is a problem which only Mr. Dunn, of the Botanical and Forestry Department, and his assistant, Mr. Titcher, are likely to be in a position to state, but considering there is abundant evidence to show that the cultivation of tea was once a flourishing industry in the New Territories, and that tea and rubber have a sort of natural affinity, it is possible that a new source of income may be added to the attention of the natives on the mainland, and another product added to the list of Hongkong's export trade.

HIGHWAY ROBBERY.

A PLUCKY WOMAN AND THREE ROBBERS.

News which reached the police to-day give the details of a most daring highway robbery which was perpetrated on the road to Cheung-shan yesterday afternoon, the victim being a farmer's wife named Li Kin. The woman, who is about thirty years of age, and lives at Sam-shui-po, was returning home from paying a visit to friends at Mong-ko and Yau-ma-ti. Arriving at the bend of the road—a very secluded spot, and about 200 yards from her house—three men, who had been sitting on the roadside, called upon her to stop, at the same time one of the highwaymen produced an iron crowbar, which was hidden in a ditch near him, and approached the trembling woman. "Cry out and your life is not worth a minute's purchase," said one man—or words to that effect. "Hand over your money." Although considerably scared the woman was by no means anxious to part with her cash, and remained looking at the scoundrels.

"Search her, then," said one of them, and immediately one of the robbers proceeded to carry out the order. Losing all fear by now the woman struck out at the man who had attempted to search her and a struggle ensued. A second robber went to his comrade's assistance and between them they had a hard time trying to subdue the woman's fighting ardour. A blow, however, dealt by the third man with the crowbar over the woman's right eye silenced her for a time. Then they collected \$350, all the cash she had in her purse, which they carried off in a wheelbarrow, and fled in the direction of Lai-chi-ko.

Li Kin continued her journey home, notified the villagers of the affair, and, accompanied by a few friends, told her story to Sergeant Sim, of Sam-shui-po Police Station. That same afternoon the villagers captured Li Kin, a man, and from information given the police by the latter, two others—Tsang Tam and Wong Kin Shan—were arrested. The woman identified them as her assailants.

At the Police Court to-day, the trio were charged with committing armed robbery. The case was adjourned.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CANTON-HANKOW RAILWAY.

PRESIDENT OF DIRECTORS.

SIR CHIENGTUNG APPOINTED.

[From Our Own Correspondent.]

Shameen, 24th September, 4.55 p.m.

In answer to the shareholders' petition, by telegram, and the Viceroy's recommendation, the Throne has sanctioned the appointment of Sir Chiengtung Liang Cheng, ex-Chinese Minister to Washington, as President of the Yuet Han Railway Co.

DISASTROUS CONFLAGRATION AT WUCHOW.

ENORMOUS DAMAGE.

INCENDIARISM SUSPECTED.

PROTEST AGAINST EXTRA TAXATION.

[From a Correspondent.]

Wuchow, 27th September, 1.30 p.m.

A disastrous conflagration occurred here this morning.

Hundreds of houses have been gutted, and a large number of boats and pontoons destroyed by fire.

It is suspected that the populace have effectively carried out their threat, mentioned in my letter of the 23rd inst., against the establishment of the new Likin station at Kai Sow and the imposition of extra taxation.

Business at the port is at a complete standstill.

ANTI-CHRISTIAN RIOTS.

FRENCH PRIEST REPORTED SLAIN.

[From Our Own Correspondent.]

Shanghai, 27th September, 3.00 p.m.

Serious rioting has taken place at Kanchow, in Kiangsi Province.

The outbreak was directed against the Catholics.

It is reported that a French Father has been slain.

THE KANCHOW MASSACRE.

CULMINATION OF BOXERISM.

ONE PRIEST KILLED. OTHERS ESCAPED.

[From Our Own Correspondent.]

Shanghai, 27th September, 5 p.m.

The riot, reported in my first telegram, near the city of Kanchow, is the culmination of Boxerism which has been rampant in Kiangsi Province since July last.

The Rev. Father Candulja, an Italian priest, was killed in the melee.

A French priest succeeded in effecting his escape.

Many converts were ruthlessly massacred.

The mission station at Kanchow has been burnt out.

The missionaries escaped to the yamen, thence to Kianfu.

The Reverend Superior of the Lazarites Order, to which the French missionaries belong, wires from Kianfu that the missionaries and converts are in great danger, and that assistance is urgently needed.

[The above telegram was received too late last evening for publication in our last issue—Ed. H.K.T.]

THE WUCHOW EMEUTE.

KEROSENE DEPOT EXPLOSION.

BRITISH CONSULATE GUARDED.

[From a Correspondent.]

Wuchow, 27th September, 6.50 p.m.

The disastrous conflagration, which broke out in the city this morning, has been extinguished.

During the progress of the fire, the Kerosene Depot exploded.

So far, it is approximately estimated that the number of lives lost, by the riotous outbreak, is about one hundred.

The estimate of damage in property is roughly placed at not less than a quarter million dollars. It is more than probable that, when an

estimate of the enormous damage by fire and mob violence comes to be computed, the quarter-million limit will be greatly exceeded.

Mob law obtains in the native city, which is being looted by the rioters. His Majesty's river gunboat *Robin* is guarding the British Consulate. All foreigners within the settlement are safe.

TYPHOON WARNING.

The American Consul-General received the telegram advising from the Manila Observatory at 2.30 p.m., last Tuesday—September 24, 1907, 1 p.m., typhoon about E.N.E. Guam approaching Southern Ladrones Islands.

September 25th, 1907, 6.45 a.m. September 25th, 1907, 6.30 p.m., typhoon creating North Guam.

September 27, 1907, 1 p.m. Typhoon between 18 and 21 lat. about 141 mi. moving apparently N.W. at present.

GYMKHANA NOTES.

THE LAST MEETING.

Those popular meetings of the Hongkong Gymkhana Club, which, during this hot season, have proved to be such a success, both from a sporting and, I presume, a financial viewpoint, are rapidly coming to a close. In the minds of a few of our enthusiasts the curtain is being lowered too early; but preparations have to be made for next year's race meeting; there are little odds and ends to attend to, which the uninitiated cannot comprehend; arrangements have to be made for the arrival of the gaffs, which, by the way, are due here shortly, and some of our "budding" jockeys require time to foster—in dreamland, or on the track, if possible—pluck and discretion, the latter especially in bringing home the colours. The fifth and last meeting is due to take place at Happy Valley on the afternoon of the 30th prox., and, needless to say, given good weather the attendance will be a record one. Excitement runs high in racing circles at the present time as to the probable winner of the Challenge Cup, which has resolved itself into a match between Blue Nile and Coxcomb. The former, I am told, is a very level, former champion of Blue Nile being confident that his money is a safe white-backed Coxcomb.

"Coxcomb" of their fancy. If I were asked which pony was likely to win the trophy, I would undoubtedly say Blue Nile, and my reasons thus: this pony is in first class condition, he will be handled by a better jockey, and his times of late have never been better.

Coxcomb, on the other hand, has done some very good performances, and his finishes perfect; but I do not think he is able to show his true ability, although he should not be a surprise if he were to do so.

Overwith I append a few times taken during the last ten days—

Coxcomb, mile, 2-12, last quarter 32. Coxcomb, 1 mile, 1-23, last quarter 31. This is the best performance of any pony up to the present and stamps him as being fit.

Blue Nile has done two separate miles in 2-5 and 2-13, respectively, so that, as far as time goes, there is not much to choose between the two.

But is going strong, and should be heard of in the five furlong, at which distance he is a very useful animal.

Grey Nick is not looking or moving so well. He appears to have had about enough of racing, or is sadly in need of a rest.

Nigel is about as well as ever I have seen him, and if anything can beat Manchurian (which in the once round it will be his pony).

Evidently we are to be treated to a bit of new blood as I have noticed Clarke giving one or two routers to his clean griffin, who, by the way, has a good notion of galloping. He is not a bad one, and is likely to be a useful animal.

Astral is likely to gain with the handicapper the longer distance, unless the handicapper takes care of him. He is a nailing, good pony, a game one, and will probably emulate the great Blue Nile's performances at the next official meeting.

G.V.

HARBURED BANK OF INDIA, AUSTRALIA & CHINA.

THE NEW BUILDING IN CALCUTTA.

In every city in which the Chartered Bank has been established it has been the object of its Directorate to see that its habitat should be in keeping with its great business ramifications, and in the case of the Bank nearly every "Crosby Hill" is quite recent history. In Calcutta, Messrs. Martin & Company, the well-known building contractors, are erecting a palatial building for the Chartered Bank—a building which, when completed, will form one of the most imposing, and about the largest, commercial houses in the second city of the Empire. The building is being erected at the corner of Clive and New China Bazar Streets, having a frontage of 137 feet on Clive Street and 210 on New China Bazar Street. The building is designed in a free round arch treatment somewhat suggested by Byzantine work. It is a four-storied building on the Clive Street aspect, and a three-storied one on the China Bazar Street side, with an octagonal tower at each of the three main angles of the building. In the centre of the Clive Street facade there is a main tower over the entrance, 135 feet high. The centre of the New China Bazar Street front comprises a clock tower, 110 feet high. The plinth of the building is of granite, and the ground floor (38 feet high) is faced with Portland stone from Bombay, the columns at the entrances being of grey Cornish granite. The upper part of the building is of red brick and Portland stone. The interior of the Banking Hall is treated with Portland stone columns and arches, and has a decorated ceiling and handsome marble floor. The first and second floors will be let as suites of offices, and on the top floor will be the Agents' residence, probably the finest flat in Calcutta. It is proposed in fact to form part of the architect's design to have sculptured group over the main entrance in Clive Street. Two colossal figures representing Finance and Commerce will support a shield whereon will appear the device of the Bank. The wrought-iron gates of the entrance are being made in England. Mr. Thornton, the architect, is to be congratulated on the designing of an imposing building.—*Indian Engineering.*

The Board of Communications will dispatch its deputies to the Yangtze region to increase the share capital of the China Merchants' Steam Navigation Company so as to extend the lines of the company, and the same Board has ordered the Peking and Nanjing Squadrons to proceed to Europe and America to have more training.

CANTON-KOWLOON RAILWAY.

SURVEYORS ATTACKED.

VILLAGERS' SUPERSTITION.

25th inst.

From the initiation of the works in connection with the construction of the Kowloon-Canton Railway, some three years ago, it was a singular fact that at no stage of the progress of the works was any serious hindrance placed either in the preliminary survey of the route or since then in the building of the first sections of the British line. Differences, it is true, there have been with the villagers, but they were of a minor character, connected, principally with the question of the small adjustments of land claims which presented no serious features in their settlement.

Not until this week, however, has a disturbance of a somewhat more serious character arisen which goes to show that, as the surveyors penetrate farther afield in the proximity of Chinese territory, resistance of a sort has been offered to the party engaged under the control of British engineers.

The somewhat scanty news which we have been able to gather to-day is derived from Chinese sources, and for want of time for verification it is impossible to invest the report with every degree of authenticity.

As far as we have been able to ascertain, it is learnt that at a point not far from the Chinese boundary line at Sam-chun, while a party was engaged surveying, the villagers set upon the surveyors, alleging unwarranted interference with the geomantic influences of the soil. So obdurate were the mob that, they would not listen to reason, and, in spite of persuasive arguments to induce the villagers to believe in the friendly mission of the party, the fanaticism of the natives went the length of their resorting to force ultimately to secure the expulsion of the railway party from the so-called proscribed territory.

In the midst, we are informed, a few of the men employed by the railway engineers were injured. It is believed that one of the Europeans also sustained some injuries. It has not been possible, at time of writing, to ascertain the name of the foreigner; but that the casualties include one *fan kwai* ("foreign devil"), as our informant told a member of our staff, there seems to be little reason to doubt. At any rate it is to be hoped that the matter is capable of prompt and easy adjustment and that the Chinese superstition—if nothing of a more serious character is at the bottom of the whole affair—will be promptly appeased.

The market-town of Sam-chun is noted for its turbulence. That the rogueries of that district should manifest the true character of its population, is little wonder. But when it is recalled that, only a month ago, the Acting Viceroy of Canton issued a proclamation enjoining the observance of perfect amity to the railway surveyors and directed protection to the railroad workers while engaged in the survey of the line for the Chinese section, it will not be doubted that order will be promptly restored in the vicinity of Sam-chun.

ARMED ROBBERY IN THE NEW TERRITORY.

SUSPECTED ROBBERS IN POLICE CUSTODY.

27th inst.

News, though rather belated, is to hand to-day of the arrest of four men yesterday in connection with an armed robbery which occurred at Tai-po, New Territory, in January, 1906. Seven men took part in the robbery, three of whom were captured some days later, and ultimately convicted; the remaining four escaping over the border into Chinese territory. Once across the boundary the police were helpless, but when they returned to British soil—as the quartette did early this week—the New Territory police got wind of the matter and arrested the band.

The robbery was perpetrated on the night of the 14th January, 1906. At about 8 o'clock that night, a woman, living at a village near Tai-po, was in her house with her child and another woman, when somebody came and rapped at her door, at the same time calling out "Open the door." Without opening the door she called out to know who was there, and what he, or they, wanted. A man outside called out that they were a party of government officials, and had been sent to search her house for illicit opium. She said she had no opium, and refused to open the door, whereupon the same man cried out that she must not keep officials waiting, and that if she did not open the door at once they would break it in, and take her away to prison. Then she became frightened, and unlocked the door. I must need, seven men burst into the house, and began to search the premises. Each man carried a lighted torch in his left hand, and a knife or a dagger in his right hand. They searched variously, the fighting being, on the whole, very quiet. She knew then the men were robbers, so she stayed in the outer room while they went into her sleeping room. Hearing the jingling of silver, she suddenly remembered that she had left four silver bangles on the bed, so she rushed into the room, and was just in time to see one of the men putting the bangles into his pocket. The woman then shouted out that the men were not officials, and came to search for opium, but men who had come to rob her. One of the men then struck her in the face with his lighted torch, while another, pointing his revolver at her, told her to keep quiet, for if she made any noise she would be killed. Then they proceeded to ransack her boxes and bundles, in their search for valuables, and after half an hour's operations, they left the house, taking with them \$65 in notes, two sovereigns, eleven half sovereigns, four French coins (gold), four silver shillings, six gold earrings, two gold finger-rings, six pearls, 48 yards of grass-cloth, and a quantity of blankets and clothing, to the aggregate value of several hundred dollars. Having secured all the valuables they could find, they made fast the woman to her bed, and left the house, after warning her not to raise any outcry. As soon as they left, her companion, who had hidden herself in fright, came out and released the tied-up woman, and they went at once to the police station and reported the occurrence, giving a description of the stolen property, which was at once circulated to all the other police stations, with a description of the armed robbers.

The four prisoners were arraigned before Mr. C. A. D. Melbourne at the Police Court yesterday, and remanded.

S. CHINA DISTURBANCES.

YUMCHOW CITY STORMED.

DISAFFECTION SPREADING.

[From Our Own Correspondent.]

Canton, 20th September.

It would appear from latest advices from the scene of disturbances in South-West Kwangtung, that the activity of the insurgents in those regions continues unabated. A despatch from Yumchow gives particulars of the different engagements, on the 11th and 12th instants, between the rebels in that prefecture and the Government troops sent against them. On the early morning of the 11th inst., the rebels in a body numbering considerably over two thousand men invaded the city of Yumchow. The insurgents were well equipped with up-to-date arms and ammunition.

The storming of the city was conducted with great vigour and determination, and lasted for several hours. The insurgents were so determined in their attempt to capture the city by the annihilation of the Imperial troops that the invading force had the temerity, in spite of superior numbers, of scaling the walls of the city. Owing to the larger force of the Imperialists, however, under Commander Kwok, the insurgents were ultimately repulsed; but not before they had succeeded in killing the Captain of the sixteenth Regiment during the bloody encounter.

On the same day, after the attack of Yumchow, the insurgents commenced a march in the direction of Ling-shan, distant about 120 li from Yumchow. On hearing of the insurrectionist movement, on the following morning, a large body of troops was despatched to Ling-shan, under the command of Captain Wu. The opposing forces meeting subsequently, a severe engagement ensued, the bandits being compelled to retreat.

All the telegraph wires in the above localities have been cut by the outbreak, and telegraphic communication has, therefore, to be made with Canton via Kwangsi.

THE KACHOW DISTURBANCE.

With regard to the outbreak in the district of Shek Shing, in the prefecture of Kachow, further particulars of the disturbance is now to hand. It is reported that the outlaws there are co-operating with the rebels arriving from the district of Fong Shing and with those who have crossed the borders from the province of Kwangsi, and are disturbing the peace of the surrounding country. The rebels are inviting people to join them in their movement. Brigadier-General Wong of that prefecture has ordered Captain Ho to proceed with two regiments of troops to the scene.

QUESTION OF FORGED "CHOPS."

"DOTS" ON THE POMEGRANATE.

In the Summary Jurisdiction Court, last Thursday, before his Honour Mr. A. G. W. Chief Justice, Lam Wing, of 20, Wellington Street, brought an action against the Po Sang firm, of 4, Wing Lok Street, as endorsee of one Hui Kee, to recover the sum of \$500, the amount of principal and interest due under a promissory note for \$500, made by the defendant firm, on August 21st, 1907, and payable to Hui Kee on demand. Or in the alternative the plaintiff, as assignee, claimed \$500 for money lent to the defendant firm.

Mr. Reginald Harding appeared for the plaintiff, Mr. R. A. Harding representing the defendant firm.

The special defence of want of consideration was raised by the defendant.

Cross-examined by Mr. R. A. Harding, the plaintiff stated that Hui Kee was a travelling trader, and on the 28th August last he went home to the country.

Mr. R. A. Harding—I have tried to trace this man, your Lordship. We know nothing about him.

His Lordship—I don't think the other side know much about him either.

Mr. R. A. Harding—We allege that the chop is a forgery.

Mr. Reginald Harding—I don't see how you can allege forgery, and also raise the special defence. If it is a forgery there could be no consideration.

Mr. R. A. Harding—it is additional.

—Cheung Fat-Chun, sworn, said that plaintiff borrowed \$500 from him and handed it over to a friend. The friend took out a piece of paper and wrote something on it.

—Cheung Li Shi sworn, said that he was a friend of the plaintiff's, and that he was a travelling trader, and on the 28th August last he went home to the country.

His Lordship—There might be eight or nine dots. It is all a question of ink.

—Cheung Fat-Chun, sworn, said that plaintiff borrowed \$500 from him and handed it over to a friend. The friend took out a piece of paper and wrote something on it.

—Cheung Li Shi sworn, said that he was a friend of the plaintiff's, and that he was a travelling trader, and on the 28th August last he went home to the country.

His Lordship—I am rapidly coming to the conclusion that I cannot give a verdict in your favour unless you produce Hui Kee. Your client knows where he is.

Mr. Reginald Harding—I will endeavour to get the man. I quite recognise that I cannot succeed without Hui Kee's presence.

His Lordship—Yes; but I don't say you're going to succeed if he is here.

The case was then adjourned.

YESTERDAY afternoon (13rd inst.), a loaded truck, in charge of two coolies, crashed into the rear of a stationary tramcar in front of the old harbour office, tearing away the footboards.

The head coolie, who said he was Cheung Lim, employed by a firm in Wing Lok Street, was arrested at the Central Police Station his employer deposited \$35 bail to ensure his appearance at the Police Court, this morning. There were no signs of Cheung when the case was called on to-day and Mr. Melbourne continued the trial.

HONGKONG STREET INDEX.

Outside the few who have attempted to compile bewildering sets of statistics, and bring order out of chaos in that line, there can be few who have any conception of the laborious and conscientious work which Mr. Arthur Chapman, the Government Assessor, has committed to his Index to the streets, house numbers, and lots of Victoria and the districts surrounding the city. The Index has reached its third edition, which is not to be wondered at, considering its value to all who are interested in land and house property in the colony. It is difficult to suggest in what respect the Index might be improved, although there is a possibility that if information regarding the extent of the various lots, the ground rent, the date of lease, and even the name of the owner could be given without unduly taxing the resources of the compiler the Index would be rendered more human in appearance. It may be that an attempt to incorporate such information would prove a Sisyphean task, and even if possible of accomplishment be regarded as immaterial by a majority of the subscribers. The Index costs \$20 and is in that respect at least we feel compelled to suggest that Mr. Chapman is making a mistake. There are hundreds of minor landed proprietors in and around Hongkong who would be pleased to decorate their business rooms with a copy of the Index. If they could obtain it at a reduced price, but in these days of adversity and tight money \$20 is a considerable and even the landed gentry of Hongkong are bawling their hard luck. If the Index could be placed on the market profitably at \$10 we feel sure the subscription list would swell enormously to the satisfaction of all concerned. The Index is printed on clear type, on good paper, by Messrs. Noronha & Co., Hongkong.

HONGKONG WATER POLO SHIELD COMPETITION.

V.R.C. "A" TEAM WINS.

A few hundred spectators, both military and civilian, filled the V.R.C. enclosure and lighter last Thursday afternoon when the final in the above Shield Competition was decided between the V.R.C. "A" team and the 8th Coy. Royal Garrison Artillery, the former winning by two goals to nil after playing one of the hardest and best games of water polo that have been seen for a very long time in Hongkong. In fact, the general opinion is that the game was the finest ever seen in the Colony. The game throughout was very fast indeed, and the players on both sides showed up well, and stuck to each other like leeches, making it difficult to shoot. The ball was nearly all the time close to the Gunners' goal, and it proved the good defensive game that the Artillery backs and goalkeeper played against the Club's forwards, who were continually pressing. Occasionally, the R.G.A. forwards got away and swam up to their opponents' goal, but the few attempts they made proved fruitless.

His Excellency the Governor was invited to witness the final and present the winners with their shield and medals. Owing to a previous engagement H.E. was unable to turn up yesterday afternoon.

The game, which was to have commenced at 5.30 p.m., did not in reality begin until close on six o'clock, the players being applauded on entering the water.

The teams and positions were as follows:—V.R.C. "A" team:—L. E. Lamont (goal), H. A. Lamont, A. E. Alves (full backs), A. V. Barros (half back), P. M. Remedios, H. C. Sayer and J. M. R. Pereira (forwards).

8th Coy. R.G.A.:—Rodwell (goal), Donoghue, Bloomfield (full backs), Ward (half back), Carter, Fleetwood and Greenwood (forwards).

Carter got the ball at the commencement of the game and passed to his back, but the home team soon relieved them of it when Lamont and Sayer each tried a V.R.C. goal which was missed.

Ward tried a long shot, which was missed by the Gunners. Lamont and Barros then got possession of the ball and tried three consecutive shots at the Gunners' goal, one after the other, which failed to get in, and in the midst of a

EXCITEMENT AT WUCHOW.

MERCHANTS & OFFICIALS.

BRITISH CONSUL AND MERCANTILE REPRESENTATIVES IN CONFERENCE.

Wuchow, 23rd September, 1907.
The native element in Wuchow are in a great state of excitement over the establishment of a new Lin station at Kai Sow, near the second bar at the entrance to Wuchow. It appears the Governor of the Province ordered the establishment of a new Lin station at this place, which was formerly a salt station. The new Lin station has met with severe disapproval from the people who are complaining of the extra taxation on their goods when they are already sufficiently burdened in the matter of taxes. To make matters worse the officials have shortened the foot measure to 11 inches and this to the conservative Chinaman is a gross breach of "old custom" and one that he will not tolerate without having a disturbance to remedy the injustice.

The crops of rice, too, have been singularly successful this year and as the prohibition to export rice has not been withdrawn since last year, the people are getting exasperated at having to keep surplus stocks on their hands when profitable markets are so near at hand. The agitation against the officials has been brooding for some time past and last week the Merchants' Guild laid their grievances before the officials and asked for the withdrawal of the rice prohibition and the disestablishment of the new Lin station at Kai Sow.

The officials having given the Merchants' Guild an unsatisfactory answer the latter proceeded to hold a meeting to decide what steps should be taken to safeguard their interests. The meeting which was a protracted one finally decided to inform the officials that, unless their demands were complied with by the 20th day of the 8th moon (Sept. 27th), the merchants had resolved to stop all local trade, both imports and exports. Numerous circulars have been issued amongst the people who seem unusually united in this matter.

So far the officials have not shown any signs as to their ultimate intentions, but it is significant that the Consul left for Canton yesterday morning. Of course, it may be that the above official has only gone to Canton to pay his respects to the new Viceroy, but the situation is regarded as so serious locally that it is in connection with the present high feeling here that the present visit of the Consul is attributed to.

Should the Merchants' Guild and people carry out their threat of a boycott and suppression of all trade, the matter is very serious and judging from the present outlook this is the intention of the people. The matter not only affects Wuchow itself, but equally affects a large tract of country between here and Nanking and comprises big trading centres like Kwei Yuen, Kwan How, Topg Yuen, Nam Kong, Kwai Ping, etc.

With the stoppage of trade, imports from Hongkong, per West River steamers, will cease temporarily and this will be a very serious loss to the various shipping companies on the river. In addition to the risk of loss of business the numerous refugees in this district will create a serious situation.

The British Consul and representatives of the foreign shipping firms are to have an interview with the officials to-day when it is hoped a satisfactory compromise will be effected. Should this fail, anticipations of a bad time are fully expected round here.

THE BRITISH POST OFFICE AT TIENTSIN.

As we briefly announced a few days ago, the Hongkong authorities have decided to close the British Post Office at Tientsin at the end of this month. The *Peking and Tientsin Times* describes this decision as "not only an inconvenience of the gravest kind, but a serious financial loss to the community." It asserts that if the proposal is carried through, it will mean that private and business mail matter which for the past year has come to port under the penny postal regulations, will, for three months, come to the recipient charged with the full rate of postage. The decision is also a blow to the foreign and domestic rates of the Chinese Imperial Post, doubled by penalty. The same paper understands that the local branch of the China Association and the Chamber of Commerce are taking the matter up warmly. Representations are said to have been made to the British Minister and also to the Hongkong office. Our Northern neighbours have our sympathy, and we hope that their representations will end in the rescinding of the order. We believe it would be a fair economy to close the Post Office at Tientsin while so many less important ports continue to enjoy the facilities which the presence of a local branch of the British Post Office brings. The importance of a cheap, efficient and regular mail service to a commercial community cannot be over-estimated, and the port which has the second largest foreign commercial community in China is certainly entitled to consideration.—*N. C. D. News.*

BOARDING A SHIP IN QUARANTINE.

SAMPAHAN HEAVILY PUNISHED.

At the instance of Dr. F. Grone, deputy health officer of the port, Chan Fai, the master of licensed passenger boat No. 114, was charged before Commander Basil Taylor, R.N., Harbour Master, yesterday, in the Marine Court, with concealing the number of his licence on the bows of his boat.

Dr. Grone said that on the 24th instant he boarded the Japanese steamer *Sorka Maru*, then lying in the quarantine anchorage. While examining the passengers and crew he noticed defendant's sampans lying alongside. One man was going aboard of her at the time. He went to the side and looked over to take her number but found that she had a piece of sack hanging over her bows, which concealed it. After five more men had boarded the sampans she shoved off and witness followed in his launch.

Defendant said he knew nothing about the sack, but there may have been something covering the number.

His Worship imposed a fine of \$10, the alternative being three months' imprisonment with hard labour.

This morning, at the Police Court, the sampans were again charged before Mr. C. A. D. Melbourne with approaching a ship in quarantine within thirty yards. Accused admitted the charge.

Dr. Grone related the circumstances under which accused was fined by the Harbour Master yesterday, and added that although accused was fined for concealing the number on his boat the Harbour Master had no power to deal with him on this charge. Therefore he was requested to institute proceedings at the Magistrate's Court.

His Worship informed accused that the offence was a very serious one, inasmuch as it endangered the health of the port. He would, however, take into consideration his punishment at the Marine Court yesterday, and fined him \$10.

THE TRAGEDY IN FRENCH STREET.

ADJOURNED UNTIL TO-MORROW.

33rd inst.

At the Criminal Sessions, this morning, before Mr. A. G. Wile, Chief Justice, the last case on the calendar came up for trial. It was that in which two coolies—Kwok Ohl and Tse On—were charged for the murder of one Lam Choi, a carpenter, of 258, Des Voeux Road West, in French Street, on the 27th August last.

The following were the jurymen empanelled:—Messrs. H. S. Bevan (foreman), C. Pien, Jos. Croabi, G. Gittins, W. J. Hobbs, H. A. Oldenberg and Alfred Ohme.

Mr. Reed Davis (Attorney-General) instructed by Mr. G. E. Morrell (Crown Solicitor), of Messrs. Dennis and Bowley, appeared for the Crown; whilst Dr. Ho Kai, who was instructed by Mr. R. A. Harding, represented the defendants.

Outlining the particulars of the case, the Attorney-General said that the prisoners were charged with committing murder in French Street. At about 9.30 o'clock on the night of the 27th August, a police sergeant heard a noise outside No. 7 Police Station and went out to investigate. Arriving about seven paces from the junction of Queen's Road West and French Street the sergeant found the dead body of a Chinaman lying face downwards, on the street. A stream of blood was running from the man's body into the sidechannel.

Altogether, the Attorney-General pursued, there were six stab wounds on the back, some on the right side and some on the left. Four men were later arrested in connection with the affair, but through the want of evidence two of the men had to be discharged, and they would be called to give evidence against the prisoners. Then he started to relate the story of the murder briefly.

Deceased was a member of the Kwong On Club, the prisoners belonging to the Kwong Chung Shun Club. (Here the Attorney-General remarked that he was afraid his pronunciation of the name of the two clubs was not altogether good. He had not been long enough in the Colony to get into the way of pronouncing Chinese words, he said.) There was a dispute between the two clubs over a singing girl and almost nightly there were disturbances outside this girl's house. Witnesses would inform the jury that a member of one of the rival clubs, named Lau Fung, was engaged to this singing girl, who, later, was found visiting the other club. On the night of the 27th, in consequence of this affair, Lau Fung was assaulted by a number of men belonging to the Kwong Chung Shun Club. That did not end the dispute; for on the evening of 27th August while Lau Fung, who was accompanied by the deceased and another man, named Lay Yu, were passing the San To Nallah, near West Street, he was attacked again. There was a fight, during which the deceased and Lay Yu took to their heels. They were pursued. As deceased ran into French Street the first prisoner was seen to stab him in the face and other parts of his body.

Witnesses for the Crown were then called and examined.

Mr. Frank Browne, Government Analyst, spoke as to finding blood-stains on a jacket handed him for examination by the police. This jacket, it might be mentioned, was being worn by the first prisoner up to the time of his arrest. No blood could be found on a knife handed witness by the police. The knife, he said, appeared to have been cleaned and scoured before it reached him.

Dr. C. M. Healey, officer in charge of the public mortuary, next took the stand. On the 28th August, he said, he examined the dead body of a Chinaman, about thirty years of age, named Lum Choi. There were seven wounds on the body. One measured 11 inches in length over the centre of the right collar-bone. The wound went downwards and backwards for 4 inches. This wound was on the right side. There were four other wounds in the back, situated about the centre of the back. One of these wounds was 11 inches long on the left. It passed horizontally forwards, cutting through the seventh rib, and wounding the root of the left lung. Death, in witness's opinion, was due to hemorrhage and asphyxia, caused by the wounds in the back.

The case was adjourned until to-morrow morning at ten o'clock.

ONE MAN CONVICTED.

At the Criminal Sessions, last Tuesday, before His Honour Mr. A. G. Wile, Chief Justice, the trial of Kwok Chiu and Tse On for the murder of one Lam Choi, in French Street, on the 27th August last, was concluded.

The new jury empanelled consisted of Messrs. W. Helms, M. Jensen, W. Glendenning, H. A. L. Oldenberg, A. Ohme, G. Gittins and H. J. Colahan.

Mr. W. Reed Davis, Attorney-General, instructed by Mr. G. E. Morrell, Crown Solicitor, appeared for the Crown. Dr. Ho Kai, instructed by Mr. R. A. Harding, appeared for the defence.

The jury having been informed of the facts of the case, as reported in a previous issue, evidence was called; after which counsel addressed the jury.

His Lordship, in summing up, directed the jurors to acquit the second prisoner, leaving only the first to deal with. If they believed the evidence, they could either bring in a verdict of manslaughter or murder. In his opinion it was murder, as the quarrel was of some standing and the result of the fight was a death which was caused by stabbing.

The jury found the first prisoner alone guilty of manslaughter and he was sentenced to seven years' hard labour. The other prisoner was discharged.

EUROPEAN SENT TO PRISON.

ACCUSED OF STEALING ON A SAILED.

William Hill, a carpenter on board the sailing ship *Alida*, was charged before Mr. C. A. D. Melbourne, at the Police Court, this morning, with the theft of a quantity of copper and brass, the property of the ship, yesterday.

Accused pleaded not guilty to the charge. The copper and brass he said, were removed during the course of his duty from different parts of the ship as they were old and useless. Instead of throwing them overboard, as he had done on many occasions, he saved them up and disposed of them.

Captain Cummings valued the copper and brass at \$4. Yesterday afternoon, he stated, he saw accused selling the goods to a sampanman. Accused had no authority to dispose of anything belonging to the ship.

Accused—If I had thrown the brass overboard instead of selling it, would you have prosecuted me also?

Captain—Yes, decidedly.

His Worship—What sort of a character has accused?

Captain—A very good character. But I have been told before that he has been in the habit of selling the ship's property.

When in your vessel leaving?—In about three weeks' time.

Do you want the accused back on board?—Yes, I don't mind.

Accused was sent to goal for fifteen days with hard labour.

THE NEW RUSSO-JAPANESE TREATIES.

FURTHER DETAILS.

33rd inst.

The new Treaty of Commerce and Navigation between Japan and Russia, just published, consists of 18 articles, and remains in force for twelve months after notice of termination has been given by either party after July 17th, 1910. The terms of the Treaty are, generally speaking, identical with those of the old Treaty, with the exception of the following stipulations:—

(1)—That subjects of either of the signatories will enjoy in the dominions of the other the right to enter or create the camparities remains at places set aside for the purpose according to their own particular religious customs.

(2)—The assurance for the extension of rights relating to agricultural industry and the proprietorship of real estate.

(3)—It is agreed that a special Agreement will be made in regard to the recognition of the capacity of steamers by the other.

(4)—It is agreed that the facilities for the discharge of Customs' duties are substantiated, and Japanese officials carrying out diplomatic functions and Consulates in Russia will enjoy full liberty of inspection of books, newspapers, &c.

The provisions relating to settlements and perpetual leases of land in Japan and the consular trade of steamers in the old Treaty are cancelled.

By a special Agreement, Japan and Russia each retains the right of special trade and relations in Korea and certain other districts in the Far East, which are not to be applied to foreign trade generally.

By a protocol annexed to the Treaty of Commerce and Navigation, the following are agreed:—The term of validity of a passport issued by the Japanese authorities and held by the Japanese subject to be approved by the Russian authorities will be six months from the date of issue; and in issuing or endorsing a passport for a Japanese going out of Russian territory, no higher charge than 50 kopeks will be collected.

It is agreed that the products and manufactures of the leased district in the Liaoning, which are imported overland across the Manchurian frontier, and the products and manufactures of the two Russian districts mentioned, which are imported overland into the leased district in Liaoning, will mutually enjoy the same treatment as products and manufactures of Manchuria in regard to all matters relating to the passing through the Customs and imposition of duty.

By a protocol relating to the establishment of Consulates, it is agreed that Japanese Consulates shall be established at Vladivostok and Nicolaevsk, and Russian Consulates at Tsushima and Koriakoff.

The Fishing Treaty consists of 14 articles. In a protocol annexed thereto, inlets are specified where fishing by Japanese is prohibited for military reasons, and to a declaration of the treaty in attached record of the proceedings on June 18th last of the negotiations of the Treaty.

SUSPECTED SUICIDE OF A FOREIGNER.

YOKOHAMA RESIDENT MISSING.

Yokohama, September 13.
Mr. C. L. Anderson, of the Yokohama branch of Messrs. Jardine, Matheson & Co., has disappeared. He left the office at 10 o'clock on Tuesday morning last and has not since been heard of. No reason can be assigned for his disappearance.

With reference to the disappearance of Mr. C. L. Anderson, of Yokohama, the following additional details appear in the *Japan Herald*:—For the last two days rumours have been circulating in town as to the disappearance of a foreign resident. Inquiries made confirmed the rumours, and this morning the missing man is being advertised for. The case is rather an extraordinary one.

Mr. C. L. Anderson came to Yokohama from Shanghai some time last year, being transferred from the Shanghai office of Messrs. Jardine, Matheson & Co. to the office in Yokohama. Later he was joined by his mother and sister, the former returning to England only recently. Mr. Anderson, who was of a quiet disposition, was very generally liked and appeared to quickly adjust himself to the social life of Yokohama.

Last Tuesday morning, at 10 o'clock, he left the office, and was going out for a few minutes, and as far as his subsequent movements are concerned he might have vanished into the air. Absolutely no trace has been found of his movements from that hour. It may be mentioned that it was not a usual thing for Mr. Anderson to leave the office during office hours, and this would seem to point to some premeditated design. Wherever he went he must have passed through the streets of the Settlement, which fact would have been full of people, and he would have been seen by some of his acquaintances. Information on this point would materially assist in the search.

Various conjectures have been made as to the cause of his strange action. Temporary mental aberration has led to many men being lost for some time, and it may be the case here, although Mr. Anderson displayed no signs on Tuesday morning of anything abnormal. It has also been suggested that he has been the victim of theft, but this appears most improbable, taking into consideration the time he left the office.

It may here be stated that, as far as known, there was absolutely no reason for Mr. Anderson to take such a serious step as he appears to have taken. His employers were perfectly satisfied with his services, and personally he was held in high esteem.

Needless to say every effort is being made to trace his movements. The police have been furnished with photographs, all the country hotels have been telegraphed, and all the passenger lists of the shipping agents investigated. The natural supposition at first was that if Mr. Anderson had arranged to go away secretly, as all the evidence points to his having done—whether through mental aberration or otherwise—he would have gone on board a departing vessel. All the vessels leaving that day, however, were going south, and telegraphic investigations show that he was not on them. Another fact going against this theory, moreover, is that Mr. Anderson had no large sum of money in his pocket and had made absolutely no preparations. No doubt he had sufficient money to last him a few days, but not to pay for a steamship ticket.

Great sympathy will be felt for Miss Anderson in the painful and anxious position in which she is placed.

It will be remembered that it was reported on Wednesday night, on the arrival of the *Ryukyu Maru*, that a passenger, who gave his name as Anderson, had disappeared—it was believed, some time on Tuesday night.

ONCE A SHIP WENT SAILING.

THE GOOD SHIP JACOB DIETRICHSEN.

The good ship *Jacob Dietrichsen* went sailing out to sea. Her destined port a mystery as deep as deep could be. And none could tell the object of this wordy secret trip. Till from the sleuth-hounds of the Press the public got the tip. And then 'twas blazoned broadcast, and published far and wide, That she'd go "geologizing" on the Eastern Borneo side.

The good ship *Jacob Dietrichsen* went sailing out to sea. With expert mining engineer as smart as smart could be. All sorts of tools travelled widely and were skilled in mining lore. And "absolute mechanics" from canny Scotland's shore. Now of this brilliant company, the cleverest of them all (At least he always said so) was "darling little Paul."

The good ship *Jacob Dietrichsen* went sailing out to sea. We trust they'll all be satisfied with what they've gone to see; And when to Hongkong once again in triumph they return, We'll hope they've found a mountain of coal that's fit to burn. But should it chance from reasons which I cannot here explain, That the trip should be a failure—they can always try again.

—VOX POPULI in *Strait Times*.

THE ROYAL HONGKONG YACHT CLUB.

REPORT OF THE GENERAL COMMITTEE.

The members and subscribers on the register for the year ending 31st August, 1907, number 208, thirty-four new members and three military subscribers having been elected during the year.

The report of the Yachting Committee will appear in the small book issued to yachting members.

Mr. H. Percy Smith who has served the Club as secretary and treasurer for two years resigned those offices on the 31st August last and Mr. G. G. Franklin has been elected honorary secretary and treasurer.

On the proposal of the Hon. Mr. F. H. May, the Commodore, in the chair, seconded by Major Broke, the general committee recommended that the best of the Club be offered to Mr. Percy Smith for his services as secretary and treasurer and for his donation of a cup.

REPORT OF THE BOAT COMMITTEE.

The sub-committee for boating report as follows:—It is regretted that it was found to be impossible to hold a regatta of any sort during the last two weeks of the season. The weather was so bad that the races were held in the spring and produced good racing; and the interest of members in rowing as a form of exercise has been more evident during this summer than last.

Four new four-oared and two new pair-oared boats with double girders are to correspond are being ordered in England; and Mr. A. Cruickshank has kindly assumed the responsibility of superintending their construction and despatch. The boats are expected to arrive in December.

The two older four-oared boats have been fitted with fixed seats, and it is proposed to hold a race for these boats towards the end of November.

Mr. Percy Smith has kindly presented a cup for a competition in pair-oared boats; the conditions will be published shortly.

The Victoria Recreation Club and the Corinthian Yacht Club are getting out from England similar boats to those ordered for the Club, and it is hoped that the last of the racing under the patronage of His Excellency the Governor, at the end of January next.

The committee, in conclusion, suggest that the meeting instruct the secretary to convey to Mr. Cruickshank their appreciation of his services as rowing captain and especially in designing and taking responsibility for the construction of the new boats.

H. BROKE, Major, R.E., Rowing Captain.

THE NEW CLUB HOUSE, SHAU KWAN ROAD.

The reclamation of site was finished in April last.

A satisfactory contract for the building of the Club premises was let in May last. Good progress has been made and the joists of the first floor are in position and good progress has been made with the brickwork above this level. But for the bad weather the brickwork would have been finished by the end of this month. I am of the opinion that the Club will have removed to the new premises before the end of 1907.

E. W. CARPENTER.

WATER POLO.

The water polo season was fairly successful although with the new blood in the team better things were expected; our position in the League being only fourth, the same as last year. With a better knowledge of the game next year we ought to do better.

Several friendly games were played with the Victoria Recreation Club, Corinthian Yacht Club, Royal Engineers, and Royal Garrison Artillery, and a few more were won and a few lost. The team did very well indeed, losing only about two matches. There is plenty of material in it to fill up vacancies in the 1st next year.

The use of the Naval Dock for swimming was a great advantage, although permission was obtained rather late; altogether about 50 tickets were given out for admission to it.

The thanks of the Club are due to the Commodore and Mr. A. J. Williams of Messrs. Penchard, Lawley & Co. for their kindness in allowing us the use of the Dock.

F. ALAN BIRN, Captain, Water Polo.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Robertson Farewell Cup was held at Happy Valley from the 21st to 23rd September, 1907. The following returns were:

Mr. Wm. Anderson	85-6-80
Mr. F. W. Warr	86-5-81
Mr. H. W. Slade	90-11-87
Mr. E. F. Mackay	91-3-88
(16 entries)	

POOL.

Mr. Wm. Anderson	85-6-80
Mr. F. W. Warr	86-5-81
Mr. G. M. Hanston	87-7-82
Mr. D. B. Murray	92-12-86
Mr. E. F. Mackay	91-3-88
Mr. E. B. Swan	91-5-88
(16 entries)	

Winner of Cup and Pool.

THE BURNING OF THE "TAFOO MARU."

THE M. C. D. NEWS OF THE 20th INST. SAYS:—

Early yesterday morning the local office of the Nishin Kisen Kaisha received a telegram from their agents at Chinkiang which stated that the *Tafoo Maru* had been burnt. Later advice received in the course of the day stated that the fire broke out in the after-part of the vessel when she was two miles below Silver Island. It spread rapidly, and owing to its proximity to the engine room it was impossible to use the fire pumps to advantage. The whole of the after-part of the vessel was gutted, though it is stated that the mails were saved.

As is usual, immediately it was discovered that the vessel was on fire there was a panic amongst the native passengers. In a panic many of them threw themselves overboard, only to be carried away by the current and drowned. Captain Nagai, who is temporarily in command of the vessel, beached her as speedily as possible. The death toll was a very heavy one. Though no definite information has yet come to hand it is feared that over one hundred of the Chinese passengers, including the chief comrades of the vessel, were drowned or burnt to death, and two Japanese passengers are missing. There were only two foreign passengers on board, and they are believed to have been saved.

The flames were seen from Chinkiang, and the company's agent, with a number of launches, went out for the scene of the disaster. The *C. M. S. Kiangyue*, which left Shanghai about the same time as the *Tafoo Maru*, was close to her when the fire broke out, and rendered what aid she could in taking off passengers from the burning vessel.

The Nishin Kisen Kaisha's Marine Superintendent and Mr. W. C. Palseo, Lloyd's surveyor at this port, left for Chinkiang by the *Tachi Maru* last night, and it was also believed that the Revenue cruiser *Liu Hsing* would leave for the scene of the conflagration during the night. No information has yet been received as to the cause of the fire. It was probably due, as usual, to carelessness on the part of one of the native passengers.

The ill-fated vessel had a singularly unfortunate career. Originally the *Tafoo Maru*, she was burnt out two miles above Wuhu on January 27th, 1904, with the loss of several lives. She was raised and brought back to Shanghai by Captain MacDonnell and Mr. Strang a week or two later, and was then sold to the Shanghai Dock and Engineering Co. By this company she was reconstructed, lengthened thirty feet, and then resold to her present owners.

A telegram was received here yesterday, says the *N. C. D. News* of 20th inst., by Messrs. Gibb, Livingstone & Co., from Mr. Palseo, Assistant Lloyd's Surveyor, who is at Chinkiang, as follows:—"The superstructure of the *Tafoo Maru* is burnt off over an extent of 150 feet. The hull is undamaged and the engines and boilers are all right. The vessel is fit to be towed to Shanghai and I recommend that this should be done." The tow-boat *Fukien* and *Samson* were dispatched from Shanghai last night by the Shanghai Tug and Lighter Company to tow the hull of the *Tafoo Maru* to Shanghai, under the pilotage of Mr. J. Johns.

THE STORY OF A SURVIVOR.

A NIGHT OF TERROR.

The *N. C. D. News* of 20th inst. says:—"The Rev. A. E. Rydberg of the Scandinavian Salvation Army, Shanghai, who had passengers on board the *Tafoo Maru* together with the Rev. H. P. Shaw of the Foreign Christian Mission, at the time of the fire, and the story of his experiences, modestly related at a time when reaction from excitement and suffering was evident, shows what a terrible night was spent by all those who were on board the burning ship—a dark night made terrible by the flames and smoke of a burning ship, hideous by the yells of hundreds of half-crazed Chinese dashing up and down the deck and the loud cries of the drowning fighting for a place in a boat, then for room to swim in the water, or the struggle to obtain a hold of a plank or a rope."

The Rev. Rydberg recounted his experiences to a member of our staff, yesterday, while he was still wearing borrowed clothes. The scratches made on his hands and throat by Chinese clutching him in a desperate attempt to save their lives were evident and he moved his stiffened arms with difficulty—the result of his exertions in the water.

THE ALARM.

The *Tafoo Maru* left Shanghai at 4.30 a.m. Tuesday and everything went well until about 11 o'clock on Wednesday morning when sleepers were awakened by Chinese who reported that there was a fire in the box room under the steerage passengers' quarters. This fire originated through a man smoking a cigarette in the baggage hold. Immediately on the alarm being given there was great excitement and the majority of the Chinese passengers ran forward to avoid the flames and smoke. The hubbub was increased by these passengers trying to take their boxes and bedding with them, and had they not been made to put most of these articles in the galoon the crew could not have passed aft. The captain, officers and crew did all they could to stop the progress of the flames, but in vain. Fortunately there were a headland of the vessel, the destruction of the wooden ship would have been a matter of but a few minutes and another holocaust would have been recorded.

The uproar was added to by the ringing of the fire bell and the blowing of the steamers' whistle. These alarms were sounded as the *C. M. S. Kiangyue* was thought to be in the vicinity. The flames increased rapidly and the captain brought the ship to anchor about one boat's length from the left bank of the river, five miles below Chinkiang. In a short time a large Chinese junk hove in sight and she came alongside with her engines stopped. The Chinese tried to swim into her, boxes, packages and all, but the junk people, having limited accommodation, considered human beings of more value than worldly goods, they took only passengers and carried away about 200 natives to a place of safety. This was about 1.45 a.m. The *Kiangyue* arrived on the scene at about 2 a.m. and tried to get close to the burning vessel to take off the passengers; but she could not do this as the *Kiangyue* is a wooden ship and it was stated that the *Tafoo* had keroded her board. The *Kiangyue*, therefore, let down her anchor a little way off.

THE LOW RING OF THE BOATS.

A boat was then lowered with the chief officer in her, and Messrs. Shaw and Rydberg were requested to get into it, but at first they declined although they were afterwards persuaded to do so. Mr. Shaw, who had a lifebelt, how, evoked, soon got out again, but Mr. Rydberg was not so fortunate; the Chinese rushed into the boat and one man threw a box into her from the bridge and then leaped into the boat, capsized her, and all was soon struggling in a very strong current. The Chinese who were in the boat were drowned and Mr. Rydberg believes he is the only one who was in the boat at the time who is now living. The lifeboat had turned bottom upwards, and Mr. Rydberg managed to take hold of her gunwale and raise

himself on to the keel. Several Chinese then clambered on to the boat, and seeing she was sinking, Mr. Rydberg got clear and swam to the side of the *Tafoo*, with several Chinese clinging to him. At the side of the steamer he seized a rope and hung on to it until a wooden beam was lowered into the water. All the time the Chinese passengers were jumping into the river, many being drowned, while a number managed to get a hold of the beam. The latter, however, turned over on the water, and the Chinese clinging to it were drowned. The flames now reached that part of the steamer to which Mr. Rydberg was holding and so with the help of the beam which was floating near he managed to get away to the

SHANGHAI 'SHARE' CASE.

BENJAMIN & POTTS V. GORDIUS NEILSEN.

At Shanghai, on the 17th inst., in the Danish Consular Court, before Mr. T. Raaschou, Consul, acting judicially, this case again came on for hearing.

Mr. L. E. P. Jones appeared for the plaintiffs, Mr. N. C. Home represented the defendant.

Mr. Jones filed the original promissory note, and the following in reply to defendant's—

PLAINTIFFS' REPLY.

1.—The plaintiffs deny that the defendant at any time instructed (as alleged) G. H. Potts not to hold the shares if they fell more than six or at most seven points, but to sell them forthwith if they should fall and that the said G. H. Potts promised to do so. The plaintiffs are not aware of the exact date of the defendant's departure for Europe from Shanghai in 1902, but it appears to have been at a later period than May 9, 1902. Between March 18, 1902, and May 9, 1902, the shares had already dropped more than seven points, to wit twenty points, yet on May 9, 1902, the defendant wrote to the said G. H. Potts a letter, a copy of which letter from Mr. Potts is attached hereto. The plaintiffs further say that the defendant left Shanghai in 1902 without giving the plaintiffs any definite instructions to sell the said shares and on the contrary left them in the hands of the plaintiffs to be "turned over" or sold at their discretion.

2.—On the defendant's return to Shanghai towards the latter part of 1902 the defendant ratified and confirmed what the plaintiffs had done on his behalf in pursuance of his said instructions, including the selling of the shares and executed the promissory note and acknowledgment of indebtedness of December 2, 1902.

3.—The plaintiffs deny that "the whole transaction was a fictitious gaming transaction" and that "the plaintiffs did not buy and sell or hold any shares on the defendant's account" and attach hereto copies of the entries in their books showing the whole transaction and copies of the contract notes signed in connection therewith.

4.—The plaintiffs bring into Court for inspection the original promissory note and acknowledgment of indebtedness of December 2, 1902.

Dated this 14th day of September, 1907.

LOFTUS E. P. JONES,

Counsel for the Plaintiffs.

Mr. Jones also filed a number of letters forming the correspondence relating to the different lots of shares which plaintiffs alleged they purchased for defendant. Then followed copies of items in the account books of plaintiffs. Mr. Jones said that the defendant had already inspected the originals referred to in this document.

Mr. Home said it was not necessary to reply to the documents filed, but the parties should proceed to call evidence.

Mr. Jones said the defendant should first call evidence.

Mr. Home said certain facts had been alleged by the parties, and these facts had not been proved to the Court. It was for the plaintiffs to show that as a matter of fact they had expended the sum, which they alleged, on defendant's account, and until they had done that plaintiffs had not made out their case. Counsel submitted that plaintiffs should substantiate the facts in their pleadings by proof.

Mr. Jones contended that it was defendant's duty to call evidence first.

His Honour said that plaintiffs had filed their statement, and defendant should now call evidence if he wished to do so. Unless fresh points were raised by defendant's evidence the plaintiffs' case was closed.

An argument as to the method of procedure to be adopted then took place.

Mr. Home asked his Honour to fix a day for the next hearing, and then counsel would decide what course he would follow.

His Honour said that the questions must be drawn up by counsel, but they would be put to the witnesses by the Court but that did not prevent counsel from asking other questions. The case was adjourned until Tuesday next at 2 o'clock.

THE VANCOUVER OUTBREAK.

LATEST PARTICULARS FROM JAPANESE SOURCES.

A San Francisco message to the *Asahi*, dated September 19th, states that according to a Washington telegram it is generally considered that the hope of excluding the Japanese by means of a treaty or legislation has been strengthened as the result of the Vancouver disturbances. The Press of Boston and other places in the Eastern States, which hitherto have been against the exclusion movement, have now turned in regard to the immigration of the Japanese to a question of greater importance in view of the Vancouver disturbance. Even the most optimistic officials are now reported as deeming it necessary that a treaty should be concluded between Japan and the United States, prohibiting the immigration of labourers into either country. There are two alternatives for the solution of the question arising out of the disturbance in Vancouver—prohibition of the landing of Japanese labourers on the Pacific coast, or the submission to the ruling of the Government in the matter of immigration to British Columbia.

As a matter of fact, negotiations are in progress between Japan and Great Britain for the restriction of the immigration of Japanese labourers into British colonies. It is believed that the settlement of the negotiations will be expedited by the Vancouver trouble. If such an arrangement is made between Japan and Great Britain, it will be impossible for Japan to refuse to come to a similar understanding with the United States. A meeting will take place shortly between Viscount Aoki, Japanese Ambassador, and Mr. Root, the U.S. Secretary of State, for the purpose of considering the matter.

News has reached San Francisco stating that a quantity of raw cotton saturated with oil has been discovered at the entrance of the Japanese Christian church in Vancouver. The Vancouver authorities have demanded from Mr. Behne, the Mayor, protection. The Mayor has asked Colonel Holmes, the commander of the militia, to have the army in readiness for action. The Japanese and Chinese labourers in and about Vancouver have gone on strike, lumber companies have been obliged to stop business and the departure of steamers has had to be postponed. This message concludes: "The Japanese and Chinese are in readiness to turn down the whole city of Vancouver, in the event of the attack on them being renewed."

A Tokio message states that the Japanese Government counts upon the sincerity and sympathy of the Canadian Government for a amicable settlement of the Vancouver affair. It is understood that Mr. Ishii, Director of the Commercial Bureau, who is now in Vancouver, will make full arrangements with the Vancouver authorities for the full protection of the Japanese there and without any special action being taken by the Japanese Government, it is believed that the matter will be satisfactorily settled.

CHARTERED BANK OF INDIA AUSTRALIA & CHINA.

INTERIM DIVIDEND.

25th inst.

Mr. J. Armstrong, local manager of the Chartered Bank of India, Australia & China, writes us under to-day's date:—

"We have this morning received from our London office a telegram advising that an interim dividend has been declared for the past half-year to 30th June, 1907, at 15% p.a. free of income tax."

HONGKONG CRICKET CLUB.

The report of the committee for the season 1906-1907 reads:—

To the members of the Hongkong Cricket Club.

Gentlemen.—The Committee have the pleasure in submitting their report on the working of the Club and the accounts for the year ended 31st August, 1907.

The income and expenditure account shows a deficit of \$3,58 which has been deducted out of the reserve account, now standing at \$5,527.51.

\$106.84 has been written off the assets to provide for bad debts.

It is again the regret of the committee that the funds do not allow of the redemption of \$5,000 debentures according to the deed. Debenture interest \$867 has been allowed for in the accompanying accounts and has since been paid.

There was a larger number of absent members and resignations during the year, and the cricket expenses have increased. The receipts of the cricket and tennis gear and pavilion bar show an improvement, whilst racquet gear and refreshments a slight falling off comparing with the previous year.

The Club sent a team to Shanghai in October last and was defeated by the home team by 112 runs. The thanks of the Club are due to the Shanghai community for the generous hospitality extended to our representatives during their visit. It is the committee's regret that they were unable to accept the kind invitation from Singapore to send a Hongkong or China Team to play cricket at Easter owing to insufficient number of players available. The invitations extended to the Singapore Cricket Club for a Straits team and Shanghai Cricket Club to send teams here for an Interport Cricket week in November next have been accepted by the latter Club. No reply has yet been received from Singapore.

The Club played 12 matches against the Navy and Garrison, etc., of which 8 were won and 4 lost. There were also played 13 other matches (such as "Longs" v. "Shorts," etc.).

The following scores of 100 and over were made:—

Mr. T. E. Pearce, 146, 131 and 116.

Mr. E. A. Fowler, 140.

Mr. T. E. Pearce heads the batting averages with 41.20, and Mr. Sercombe the bowling averages, with 31 wickets for 334 runs, or 10.77 runs per wicket.

The Hongkong Cricket Club League Team played 13 matches, of which 5 were won, 6 lost and 2 drawn. The team took 5th place in the League Competition.

The Annual Lawn Tennis Match against the L.R.C. was played in May and resulted in a win for the L.R.C. by 58 games to 50.

The Lawn Tennis Tournament was played in April and May. Mr. T. B. Sercombe won the Championship and the "A" Class Single Handicap was won by Mr. L. J. Wishart and the "B" Class Single Handicap by Mr. S. E. Green. Capt. Beasley, R.A., and Lt. T. A. Whyte, R.A., were the winners of the Professional Pairs and the Doubles Handicap was won by the brothers Hancock.

The Racquets Tournament fell through for want of support but it is proposed to play the Championship for 1907 before the end of the year.

During the year 70 new members joined the Club. The total number of members is now 568, and there are 23 Naval Subscribers.

The Annual General Meeting will be held in the Pavilion on Monday, 30th September, 1907, at 5.30 p.m.

The thanks of the Club are due to Messrs. C. H. Blason and A. S. Cobden, for kindly auditing the accounts.

In Mr. T. Sercombe Smith, President till his departure in February last, the Club have lost their oldest playing member. His keenness in all matters whether on the cricket field or in connection with the working of the Club will be sorely missed. Since Mr. Sercombe Smith left the Colony Mr. F. Maitland has acted as President of the Club. The other members who served on the Committee during the past year were: Messrs. R. E. O. Bird, Hon. Dr. J. M. Atkinson, H. Hancock, R. Hancock, H. R. Phelps, W. C. D. Turner, T. C. Gray, H. W. Woodward, R.M., and Major H. E. Lewis, 19th Infantry.

FISHERMAN'S WIFE AND A COIL OF WIRE.

26th inst.

A young Chinese woman, with her hair done up in a Shanghai and adorned with several gold hair ornaments, was charged, this morning, before Mr. C. A. D. Melbourne, by Inspector Macdonald, of Shau-ki-wan Police Station, with the larceny of a coil of telephone wire, with insulators attached, the property of the Crown.

The accused—Cheung Chat Kin, the wife of the owner of fishing junk No. 6249H—said that the wire was given her by a conductor of a tramcar.

The tramcar conductor was called and he deposed this. When his car arrived at the terminus at Shau-ki-wan yesterday afternoon, he said, he found the coil of wire lying on one of the seats. Thinking it belonged to the accused, who was a passenger on the car, he called her attention to it. She picked up the coil and walked away. A few minutes later a telephone man called for the wire. Witness told him who had it, and accused was arrested. His Worship sentenced her to one week's imprisonment.

As the convicted woman was being led into the Prisoners' Waiting Room, Mr. Andrew G. Jackson, of Messrs. Johnson, Stokes and Master, appeared in Court. He had been instructed to appear on behalf of the woman. When told that the woman had pleaded guilty and was sentenced, Mr. Jackson pleaded for a fine instead of imprisonment for his client.

His Worship—Have you the power to impose a fine in such cases?

Mr. Jackson said the Court could use its own discretion. What does a woman in her position want with a "piece of wire?" he asked.

His Worship—Have you ever done any selling, Mr. Jackson?—No, but I hope to.

Have you seen the wire used on them?—Yes.

Well, that's the very thing they want. After further discussion, his Worship bound the accused over in the sum of \$100 to come up for judgment when called on.

ALLEGED ASSAULT IN THE WANCHAI MARKET.

STREET COOLIE SENT TO HOSPITAL.

25th inst.

What may, perhaps, terminate in another Wanchai Market manslaughter incident occurred yesterday, under circumstances similar in detail to the one which was reported in these columns some weeks ago.

Yesterday, the story goes, a street coolie, Chan Cheung Hung, went to stall No. 57, in the Wanchai Market, and called for three cents' worth of fish. This was handed to him in a paper bag. The coolie looked at the fish, said it did not look like three cents' worth, and returned it to the stallholder.

"Did you come here to buy, or to make trouble?" bawled the fishmonger, coming from behind his counter. "You people!" he continued, "come and order three cents' worth of goods and expect to pay two cents for it. That won't do here." And with that, so it is alleged, the fishmonger picked up a weight and knocked down the coolie with it.

A hue and cry was raised by the people in the market; several policemen rushed to the spot, and the coolie was removed to hospital, while his supposed assailant was placed under lock and key. The extent of the coolie's injuries could not be ascertained till yesterday, however, when his spleen is ruptured. This morning, the fishmonger was arraigned by Inspector Gourlay, before Mr. C. A. D. Melbourne, at the Police Court, on a charge of serious assault. The Court held him in \$100 bail for trial.

FISHMONGER CONVICTED OF ASSAULT.

25th inst.

Sunday morning last, a street coolie named Chan Cheung Hung was sent to hospital by Inspector Gourlay suffering from what was then believed to be a ruptured spleen. The man, it appeared, went to a fishmonger's stall (No. 57) in the Wanchai Market and called for three cents' worth of fish. This was handed to him in a paper bag. The coolie weighed the contents, found a deficiency in the weight, and returned the fish to the stallholder, remarking that it was only worth two cents. "Did you come here to buy, or to make trouble?" bawled the fishmonger, coming from behind his counter. "You people!" he continued, "come and order three cents' worth of goods and expect to pay two cents for it. That won't do here." And with that the fishmonger picked up a weight and knocked down the coolie with it. A hue and cry was raised by the people in the market; several policemen rushed to the spot, and the coolie was removed to hospital, while his supposed assailant was placed under lock and key. The coolie remained in hospital until yesterday when he was discharged, and later in the day he proceeded to his home at the Police Hospital, where the fishmonger for assault. He proved his case, and Mr. Melbourne fined the accused \$10. He was also ordered to pay one dollar compensation to the coolie.

DISASTER ON A JAPANESE BATTLESHIP.

SHELL EXPLOSION ON THE "KASHIMA."

OVER FORTY CASUALTIES.

19th September.

A serious accident has occurred on board the battleship *Kashima*, attached to the first squadron, while engaged in gun-practice in the neighbourhood of Kabutojima, in the Inland Sea, near Kure, on Monday, reports the *Japan Chronicle* of 18th inst. Gun-practice was being carried on in the morning, and proceeded satisfactorily and without incident until shortly after four o'clock in the afternoon, when a shell in the 12-inch gun exploded in the aft turret. Lieutenant Arita, two midshipmen, and about 40 officers and men, who were either in or near the turret, were killed or injured by the tremendous force of the explosion. A Commander or a Captain, who was on board for the purpose of adding to his experience of gunnery, was among those killed.

The battleship immediately stopped practice after the explosion, and proceeded at full speed to Kure, reaching the naval port shortly after 5 p.m. With the assistance of other men-of-war in the harbour, the injured officers and men were landed and taken to the Kure Naval Hospital, but it was nearly midnight before all the injured men were taken ashore.

The crew of the *Kashima* have been prohibited from going ashore, and consequently it is difficult to obtain details of the disaster. It is reported that the aft turret and armaments were much damaged. It is also stated that the crew of the 12-inch gun were extracted from the turret, and when the breach block was taken off, the shell suddenly exploded with tremendous force.

The commanding officer of the battleship is Captain Koizumi.

FURTHER DETAILS.

The casualties resulting from the explosion on the Japanese battleship *Kashima*, reported in yesterday's issue, are 5 officers and 22 men killed, 2 officers and 6 men severely injured, and 2 officers and 6 men slightly injured—43 in all. The shell which exploded was 10-inch, No. 12-inch, as at first reported.

News of the disaster has been received by the Navy Department in Tokyo up till Tuesday. Naval authorities in Tokyo are credited with a general statement to the following effect:—

Since the return of the *Kashima* from Tairen the battleship had been engaged in gun practice—together with the *Katori* and *Tokura*—in the neighbourhood of Kabutojima. The disaster Monday took place in the course of the gun practice. Twelve of the casualties appear the names of several officers of the Kure Naval Arsenal, and others attached to the *Fuji* and *Kurega*. These officers were on board the *Kashima* to add to their gunnery knowledge from observation of the practice.

In a report made by the Captain of the *Kashima*, the cause of the explosion was briefly given as the spontaneous combustion of the powder in the shell. From this report it may be surmised that the 10-inch shell burst as the result of certain chemical action. It is, consequently, it is pointed out, men outside the turret are blown down by the gas escaping from the muzzle of a gun after it has been fired. By the recent explosion of the *Kashima*, over 40 people are reported to have been killed or injured, and it is therefore probable that the men both in and about the turret were caught by the tremendous force of the gas which escaped both from the breach and the muzzle. The naval authorities referred to are of opinion that the second shell was put into the breach before the gas made by the discharge of the first shell had escaped, and that the explosion was caused by the gas. The recent disaster on the U.S. cruiser *Georgia* was caused in the same way. A disaster of this kind, in which over 40 men were killed or injured, is unprecedented in Japan.

SAITOO IS DOING A GREAT BUSINESS IN THE EXPORT OF RICE THIS YEAR. Some days ago, among other vessels in port, there were eight Japanese steamers loading rice for Japan. These were not chartered vessels, but belong to Japanese Shipping Companies.

VANCOUVER.

BOARD OF TRADE'S REPORT.

The close connection which exists between Vancouver and Hongkong, mainly as the result of the excellent service maintained by the *Swansea* boats, leads almost invariably to a report which in itself would attract attention on its own merits—the annual report of the Vancouver Board of Trade. The functions of the Board, which will attain its majority next year, are to conserve and advance the interests of that rapidly growing port and business centre. From the statement addressed to the members at the annual meeting, it appears that the Province has had a most prosperous year, and the financial position is satisfactory. Reference is made to a variety of subjects, but where is the statement of Vancouver's trade with the Far East? One would have imagined that a trade which is extending every day and is likely to increase as new lines of railway are brought into Vancouver would have been considered worthy of remark at a gathering representative of the trade and commerce of the chief Pacific port of the Dominion, but so far as we can see not a line is devoted to the subject. Even the mention of the arrival of Indian, Japanese and Chinese immigrants, which has filled the Vancouver papers for weeks and months, engaged the attention of Ottawa and London, and threatened to become an international affair is tabooed. These omissions are serious defects in a report which professes to cover the operations of the Board of Trade for a year. Of course, it may be that the Vancouver merchants do not consider it within their province to deal with such petting questions as the overland trade, especially that with China and the Orient generally, and if that should be the case then there is nothing more to be said on the subject. Incorporated in the report is a description of the natural wealth of British Columbia. There are some very fine photographic illustrations of scenes in and around Vancouver, and the brochure is a credit to the printers, the *News-Advertiser*.

As the result of a tour of inspection in Europe and America by the Presidents of the Utsi, Kankaku and Shimomita Silk-Reeling Companies of Gumbia Prefecture, the most influential concerns in the *Zaguri* silk trade—says a Tokyo dispatch, they have undertaken the direct export of the silk. The foreign merchants at Yokohama are reported to have united in an attempt to hinder this direct business, resulting in a trouble between the Japanese dealers and foreign merchants. The industries of the Agriculture and Commerce Department are much concerned as to the result of the dispute, and have instituted an investigation into the matter. The dispatch quotes a certain responsible official to the effect that the foreign trade of this country is beginning to pass from the hands of foreigners to the Japanese, who have started to undertake direct export and import trade without the assistance of foreign middlemen in Japan. This is a disposition satisfactory for Japan, says this alleged authority, and needless to say the authorities hope that the present trouble will be settled amicably, but it is pointed out that it is the result of the tour of inspection made by the Presidents of the Japanese companies that prompted them to undertake the business of direct export. It is only to be hoped that the directors of the Japanese companies will not be dismayed at the opposition of foreign merchants, and will not give up the scheme which has been undertaken after so much elaborate thought.

A contemptible evil exists among Japanese business men—they are too apt to rely upon the assistance of the Agriculture and Commerce Department for the furtherance of their business. There are only a very few among business men who visit foreign countries for the inspection of trade methods. Most of them count on the reports of the department, or in the worst cases, they take little or no notice of the reports of the Department. It is possible to hope for any further development of the foreign trade of the Empire under such conditions? asks the authority quoted. A tour of inspection in foreign countries of business men of a good standing like the producers of *Zaguri* silk in Gumbia Prefecture is most desirable; and the Department would not hesitate to give every possible assistance to such a tour in Europe and America.—*Japan Chronicle*.

VOLUNTEER CORPS ORDERS.

ALL UNITS.

At headquarters at 5.30 p.m. on Monday, the 30th instant, for Infantry drill. Sergt. Downes, 3rd Middlesex Regt. will attend.

RECRUITS' PARADE.

At headquarters at 5.30 p.m. on Tuesday, the 1st October, for Infantry drill. Sergt. Downes, 3rd Middlesex Regt. will attend.

ARTILLERY UNITS.

At headquarters at 5.30 p.m. on Wednesday, the 2nd instant, for 15-pounder B.L. gun drill. Sergt. Windsor, R.G.A. will attend.

At headquarters at 5.30 p.m. on Friday, the 4th October, for Maxim gun drill. Sergt. Windsor, R.G.A. will attend.

ENGINEER COMPANY.

At West Port, Kowloon, at 9 p.m. on Wednesday, the 2nd October, for technical instructions.

TAIKOO DETACHMENT.

At Taikoo at 5.30 p.m. on Thursday, the 3rd October, for gun drill. Sergt. White, R.G.A. will attend.

EXAMINATION.

The examination for promotion will take place on the following dates:—

Tues, 1st Oct.—Infantry drill.

Wed, 2nd Oct.—15-pr. B.L. gun drill.

Fri, 4th Oct.—Maxim gun drill.

Mon, 7th Oct.—Discipline, etc. and gunnery.

TRANSFER.

Sergt. J. Longstaff is transferred from Left Co. 1 Company to the Engineer Company with effect from the 18th September, 1907, as a sapper.

Mr. F. D. Halgh joined the Corps on the 18th September, 1907, assigned Corps No. 9 and posted to the Right Co. 1 Company.

Mr. A. Crane joined on the 23rd September, assigned Corps No. 995 and posted to the Engineer Company.

RESTORED.

Trooper A. C. Hynde is permitted to resign with effect from the 24th instant.

NOTICE.

A limited number of transfers from other units will be allowed to the Infantry Company. All who are desirous of transferring should forward their applications to the Officers Commanding their Companies before the 21st of October, 1907.

Corps Orderly Officer: Lieutenant J. A. T. Plummer for week ending 3rd October, 1907.

THE YOKOHAMA SPECIE BANK.

THE PRESIDENT'S SPEECH.

The following is a translation of the speech delivered by Mr. K. Takahashi, President of the Yokohama Specie Bank, at the 15th general meeting of its shareholders held on September 10th in the Bank's hall.

Constitution was in March last year in compliance with the order of Minister of Finance, I set out for Europe in the capacity of a Japanese Government financial commissioner and returned home in May this year. I was therefore unable to attend the general meetings of the Bank held in September last year and in March this year. Thanks are due to the Board of Directors and to the employees of the Bank and its branches for the steady development of the Bank, with which I am more than satisfied.

In laying before you the report of the Bank's business for the first half of this year, ending June 30th, I propose to submit for your consideration a few facts relating to domestic and foreign financial conditions and to this Bank's operations during the period under review.

The economic world of Japan during the above-mentioned period underwent a radical change from about the middle of January, due to a reaction from the fever of general enterprise and share speculations since the autumn of last year. As a result, quotations of various shares and bonds fell day after day, month after month, followed by bankruptcies of many banks whose foundations were not strong. Nor was this all. Bankruptcies were also reported among those connected with the stock markets. The general public were therefore depressed with a feeling of anxiety. In some quarters of the commercial and industrial world there were practically deprived of the means of obtaining money, with the result that general enterprises had to be temporarily discontinued. Under these circumstances, some business men went so far as to apply to the Central Bank for the expansion of the limit of the so-called *Midway* system relating to securities, while others asked the Financial authorities to devise means for relieving the depressed economic world, with the apparent intention of restoring the money market to its normal state. Such was doubtless a reaction from the fever of general enterprise and share speculations since the autumn of last year. As a result, quotations of various shares and bonds fell day after day, month after month, followed by bankruptcies of many banks whose foundations were not strong. Nor was this all. Bankruptcies were also reported among those connected with the stock markets. The general public were therefore depressed with a feeling of anxiety. 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NO SQUEEZE.

Since his arrival H.E. Viceroy Chang has issued a proclamation prohibiting his subordinates from charging fees on individuals who desire to present petitions. The proclamation gave serious warning to the subordinates, who are in charge of the collection of petitions, and stated that should any complaints be received against any of them, the offenders will be strictly dealt with.

OPIUM DIVANS.

A few days ago several opium divans were found to be still opened and doing business in the city, and the district magistrate of Nam-hoi has sent weiyuns to seal up the establishments.

PAPER STORE.

The printing press and the paper store in connection with the Canton Government Paper Factory, which was formerly situated in Po Shun Street, in the western suburb, has been removed to a building on the new bund, in the southern suburb, near the Tien Tse wharf, formerly the property of Messrs. Chan Lun Tai & Co., contractors for the construction of the new bund, now confiscated. The removal of this establishment is the outcome of the inconvenience to the general in buying forms for petitions and other official documents, issued by the Factory, which are the only recognised forms accepted by the Canton Government departments. The new building is estimated to be worth Tels 18,000, and the paper factory authorities have to pay ninety taels per mensem as rent to the Shan Hoi Chu.

LIXIN EXEMPTION.

The petition from the Waterworks Company to the authorities for the exemption of payment of Lixin duty on the water supply, has been sanctioned by H.E. the Viceroy.

APPOINTMENT.

The Authorities have proposed to appoint the present Acting Provincial Judge of Canton, Kung Sun Tiam, as Tao-tai to the prefectures of Yumchow and Linchow, vice Tao-tai Wong Ping-yun, who was discharged a short time ago.

FORTHCOMING WEDDING.

The Junior Lieutenant Tartar General, Li Kwok Git, nephew of the late Marquis Li Hing-chang, is going to be married at the end of the ninth month to the daughter of H.E. N. Tung, grand councillor (Manchu), of Peking. The wedding will take place in the recent offices of the Six Bureaux Searching Department, on the new bund.

PETITIONS.

Since assuming charge of office, H.E. Viceroy Chang has drawn up several regulations, for the guidance of petitioners who wish to present memorials at the viceregal yamen on any matter, and all petitioners must abide by these regulations, or else their petitions will not be accepted.

WIRELESS TELEGRAPHY.

Owing to the inconvenience caused recently by the cutting of the telegraph wires in the prefecture of Yumchow, by the rebels, Brigadier-General Li Chun of Pakhoi has suggested to the Canton Authorities the advisability of installing wireless telegraphic communication between Canton and that prefecture, to overcome any future difficulties.

OFFICIAL AMENITIES.

Yesterday, the Tartar General and the Lieutenant Tartar General, invited H.E. Viceroy Chang to a dinner at the Dutch Folly. Among the numerous guests were the Admiral and Commander-in-chief, Chun Ping-chik, H.E. Chang Fat-tse and others.

OPIUM REFUGE.

Mr. Wu Su-fung, an energetic member of the Central Anti-Opium Association, has brought up a proposal for the establishment of a hospital on the foreign style for the treatment of opium-smoking patients. A meeting was held yesterday at the Oi Yuk Charitable Institution for the purpose, and it was decided to establish such an institution by subscription without soliciting the aid of the Central Association. It was also decided to obtain the use of the front office of the Mun Lan Shi Yuen for future meetings in connection with this matter.

COMMERCIAL.

FRIIGHT MARKET.

Messrs. Lamke & Rogge write in their fortnightly circular of 21st inst. as follows:—

"Business has been quiet since about the same time as described in latest reports, but if the more recent attitude of liners may be taken as a forecast of likely developments, there are distinct indications that some improvement at least is imminent. Whereas for quite a number of months past, vessels belonging to the fleet of the large British companies were always open to entertain proposals for charters in nearly all directions on the coast, they now almost entirely abstain from competing for any outside business at rates considerably above the current ones. This change of disposition is without doubt attributable to the prospective autumn trade from the Yangtze River, which, according to all reports, promises to assume very large dimensions and calls for extensive tonnage engagements in that quarter. The Saigon to Hongkong rate stood at 14 to 15 cents at time of issue of our last circular. Fixtures have since been effected at 12 cents and this figure may be taken as representative of the market. Our list of settlements includes that of Nore, as *Solara* on 10th inst. at \$4.00, equivalent of about 15 cents per picul. It should, however, be explained here, that the vessel was originally taken up for the Saigon to Singapore voyage at \$4.00, but the Singapore market meanwhile collapsing, this charter was not carried out, and charterer felt compelled to ask owners' sanction for the substitution of Saigon to Hongkong against payment of a proportionately higher rate of freight. Saigon to Philippines further requirements have been filled by the settlement of new vessels at 21 cents to one, 3 cents increase if to two ports. No further demand is noticeable. From Saigon to a port South Coast Japan a large steamer is reported fixed at 22 cents per picul, and more business is likely to come off in view of the vast floods, which have occurred in Japan of late.

"The charter of a midget-sized carrier has been arranged from N. Java for Hongkong at 25 cents per picul. On account of the local sugar market being in a very sluggish state, it would appear extremely doubtful, whether in this direction additional tonnage will be required for some little time to come. Singapore to Shanghai, option Hongkong, a suitable timber boat has found employment, rate as per list.

Newchwang—Numerous boats laden with beans and beancakes are said to be reaching Newchwang now from the interior and it is to be hoped that there will be sufficient accumulation as to lower the price and render chartering operations possible for the South.

Coal freights are neglected. Only fixture we have heard of is from Moji for Canton at \$2.10 per ton.

On monthly terms s.s. *Knierberg* has been secured by a Northern concern for special business. The rate, \$4,000 per month, is a comparatively fair one.

Casualties.—German s.s. *Sullberg* has apparently become a victim of the typhoon raging in the neighbourhood of the Colony on the 21st inst. The ship left Hoihow on the previous day with a cargo of coal bound for Hongkong, which part in the ordinary course of events she should have reached on the 24th instant, but not having been heard of ever since departure, her loss with all hands is to be feared. A search undertaken by the German gunboat *Tiger* has revealed no traces of the missing vessel and her crew.

Sail Freight.—There is nothing fresh to report under this head. For New York and/or Baltimore—Brit. ship *King George*, 2,377 tons, arrived 21st July. Brit. bark *Lynahurst*, 2,249 tons, arrived 20th July. Brit. bark *Alcedo*, 2,492 tons, arrived 27th July. Brit. bark *Scylla*, 2,968 tons, arrived 24th August. Brit. bark *Lanhill*, 1,950 tons, arrived 28th August. Sail Tonnage Disengaged.—None. Departure of Sallers.—None.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on the 20th inst.:—

"The market was more active in the early part of the week, and a fair amount of business has been put through."

Banks.—Hongkong and Shanghai Banks, old ex new issue, have not fluctuated during the week, and the quotation remains unchanged. The new shares have found buyers at \$50 1/2, and more can be placed at the rate. The London rates are also without change.

Marine Insurances.—There are sellers of North China at Tls. 7 1/2. Unions are in favour at \$760, while Yangtze can be had at \$17.

Fire Insurances.—China Firms have weakened to \$86, without business. Hongkong Firms have been sold at the reduced rate of \$310.

Shipping.—China and Manila can still be placed at \$15. Douglases are in demand at \$4 1/2, without inducing sellers. Hongkong, Canton and Macao Steamboats are neglected at \$17 1/2. Indo-China can be sold jointly at \$41 and \$10, which is equivalent to \$70 for the preferred and deferred shares. Shell Transports are quiet at 44 1/2. Star Ferries old and new are inquired for at \$20 and \$10 respectively.

Refineries.—China Sugars are steady at \$98. Perak Sugars are still on offer at Tls. 90.

Mining.—Chinese Engineerings have improved to Tls. 15 1/2 at which rate they are wanted. Rubis have risen to \$8 1/2, with buyers.

Docks, Wharves and Godowns.—Kowloon and Whampoa Docks are offering at \$03. Shanghai Docks are weak at Tls. 78. Hong Kong Wharves have weakened to Tls. 226, as sellers prevail in the North.

Lands, Hotels and Buildings.—There are buyers of Hongkong Hotels at \$96, ex the dividend of \$4 per share paid on the 16th instant. Sales of Hongkong Lands have been effected at \$101. West Points are quiet at \$48. Shanghai Mills—Ewos have not fluctuated, and buyers again rule the market at \$14 1/2. Hongkong Cottons are neglected at \$16 1/2, ex the dividend of 50 cents per share paid on the 16th instant. In the North, Internationals have slightly improved to Tls. 63, while Soy Chees have dropped to Tls. 70 with sellers.

Miscellaneous.—China Borneos are firmer at \$9 1/2 and Light and Powers at \$6. China Providents have inquired at \$9, after sale at the rate. Dairy Farms have been dealt at the increased rate of \$17. There are buyers of Green Island Cements at \$11. Hongkong Electric have been sold at \$14, and there is further buyers. Hongkong Ropes are inquired for at \$25. Steam Laundries are quiet at \$6 ex the dividend of 40 cents per share paid on the 19th inst. Langkats have continued rising during the week, and at the close there are sellers in the North at Tls. 34, ex the third interim dividend of Tls. 7 1/2 per share paid on the 16th inst.

27th inst.

The market has been very inactive during the week under review, and few transactions have taken place.

Banks.—Hongkong and Shanghai Banks are quiet at \$04 1/2, for the old shares ex new issue, and \$50 1/2, for the new shares. The London rate for the former has weakened to 47 1/2, and the latter remains unchanged.

Marine Insurances.—Cantons are still neglected at \$20. North China have sellers at Tls. 75, and Yangtze at \$170. Unions are weaker at \$760.

Fire Insurances.—China Firms have not fluctuated, and are quiet at \$86. Hongkong Firms are steady at \$170.

Shipping.—Douglases have improved to \$4 1/2, and Hongkong, Canton and Macao Steamboats to \$18. Shell Transports are out of favour at 44 1/2. There are buyers of Star Ferries old and new at \$20 and \$10, respectively.

Refineries.—China Sugars are unchanged and without business at \$98. Perak Sugars can still be had at Tls. 90.

Mining.—Chinese Engineerings have risen to Tls. 15 1/2, in the North, and buyers prevail at the rate. Rubis have inquired at \$8 1/2.

Docks, Wharves and Godowns.—Kowloon and Whampoa Docks have weakened to \$100, at which rate there are buyers. In the North, Shanghai Docks are unaltered, while Hong Kong Wharves can be secured at the reduced rate of Tls. 224.

Lands, Hotels and Buildings.—Hongkong Hotels are again in favour and have strengthened to \$100. Hongkong Lands appreciated to \$96. Sales of West Points have been effected at \$48. Shanghai Mills are easier and are offering in the North at Tls. 101.

Cotton Mills.—A weaker tone prevails in Ewos which have declined to Tls. 63, with sellers. There is no business to record in stocks under this heading and rates for other Northern mills are unchanged.

Miscellaneous.—China Borneos have advanced to \$9 1/2 at which rate shares are wanted. China Light and Powers are in request at \$6, but none can be obtained at the rate. Dairy Farms have been sold and are wanted at \$18. Hongkong Electric are inquired for at \$14, and Hongkong Ropes can be placed at \$24.

Peak Tramways have inquired at \$12 for the old shares. The new shares (\$1 paid up) are a shade firmer at \$1.90. Watsons are wanted at quotation. Langkats have experienced a sharp decline, but at close there are buyers at Tls. 330. Sumatras have strengthened, and are in request at Tls. 116.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 2/2 1/2
Do. demand 2/2 1/2
1 month's sight 2/2 1/2
France—Bank T.T. 2/2 1/2
Do. demand 2/2 1/2
America—Bank T.T. 2/2 1/2
Germany—Bank T.T. 2/2 1/2
India T.T. 2/2 1/2
Do. demand 2/2 1/2
Shanghai—Bank T.T. 2/2 1/2
Singapore T.T. 2/2 1/2
Java—Bank T.T. 2/2 1/2
Do. demand 2/2 1/2
4 months' sight L/C. 2/2 1/2
6 months' sight L/C. 2/2 1/2

Buying.
London—Bank T.T. 2/2 1/2
Do. demand 2/2 1/2
1 month's sight 2/2 1/2
France—Bank T.T. 2/2 1/2
Do. demand 2/2 1/2
America—Bank T.T. 2/2 1/2
Germany—Bank T.T. 2/2 1/2
India T.T. 2/2 1/2
Do. demand 2/2 1/2
Shanghai—Bank T.T. 2/2 1/2
Singapore T.T. 2/2 1/2
Java—Bank T.T. 2/2 1/2
Do. demand 2/2 1/2
4 months' sight L/C. 2/2 1/2
6 months' sight L/C. 2/2 1/2

Another day—fourteen now—since the steamer *Sullberg* should have arrived in port and still no word of her. Last week the *On Sang* reported sighting her near the Ladrone. The German gunboat *Tiger* on two occasions searched around those islands, but found no trace of her. Then the native fishermen reported seeing the masts of a submerged vessel south of St. John's Island. The *Tiger* found nothing. It is now the general consensus of opinion in shipping circles that the *Sullberg* foundered with all hands.

LO KWAI FAN, a shopkeeper, doing business at 40, Wing Lok Street, charged a coolie named Tong Lu, 5, Yan Shau Lane, before Mr. C. A. D. Melbourne, to-day (25th inst.), with breaking and entering his house, during the small hours of this morning, with the intention of committing a felony. Accused according to the evidence, picked the lock off the door and let himself in. Then he started on a tour of inspection. He awakened the shopkeeper by his noise and he was captured. His Worship passed sentence of one month's imprisonment, with four hours' stocks.

30 days' sight San Francisco & New York. 5 1/2
1 month's sight do. 5 1/2
30 days' sight Sydney and Melbourne. 2 1/2
1 month's sight France. 2 1/2
6 months' sight do. 2 1/2
1 month's sight Germany. 2 1/2
1 month's sight Italy. 2 1/2
Bank of England rate. 31 1/2
Bank of France. 31 1/2
S. V. rate. 31 1/2

LOCAL AND GENERAL.

THE Commission of Delimitation of the new Franco-Siamese frontier is expected to arrive shortly in Bangkok.

THE Japanese crew of the *Nittomaru* who were arrested as seal poachers have been released at Unalaska Island.

OWING to indisposition Mr. F. A. Hazeland, first police magistrate, was unable to preside at the Police Court, last Monday.

It is reported from Mukden that M. Kokovisoff, Russian Minister of Finance, will shortly visit Manchuria and China proper.

A NEW scale of rates of postage, which comes into force on the 1st October, is published in the *Government Gazette* of the 20th inst.

JAPANESE Consul-General Kato, of Tientsin, has been transferred to Mukden; and will be succeeded at Tientsin by Consul Obaba of Chefoo.

MR. STEVENSON, the World's champion billiardist, accompanied by Mrs. Stevenson and two children, arrived from Australia by the E. & A. s.s. *Empire*, yesterday.

REVISED regulations under which Commissions of the British Army may be obtained by officers of Colonial Military Forces, may be seen at the Colonial Secretary's Office.

JOHN DOWNIE was sent to the House of Detention again yesterday morning. He pleaded guilty to being a vagrant—a life he has been leading since his arrival in the Colony during the Russo-Japan war.

A TOKIO telegram of 18th inst. reads:—The Privy Council will discuss tomorrow the revision of the organization of the Residency-General in Korea, including the creation of a Vice-Resident-General.

THE leading Shanghai paper prints a despatch from Tokio, dated 18th inst., which says:—It is reported from Washington that China has appealed to the United States against the encroachments of England, France and Japan.

THE Chinese Engineering and Mining Co., Ltd., announces that the total output of the company's three mines for the week ending September 7, 1907, amounted to 18,786.83 tons and the sales during the same period to 20,251.36 tons.

THE battleship *Katori* and six other ships, which form the main force of the first squadron of the Japanese fleet, on their recent trip from Taiwan to Kure, were put through a speed test. The *Katori* attained the highest speed, maintaining 19 1/2 knots throughout the test.

COMMANDER Basil R. H. Taylor, R.N., has been appointed, provisionally and subject to His Majesty's pleasure, to be an official member of the Legislative Council with effect from the 1st inst., during the absence on leave of the Hon. Mr. F. J. Bacle, or until further notice.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donations to the funds of the hospitals:—

Ma Sz Nai \$17.90
Capt. C. V. Lloyd 5.00

FIRE broke out in the Kosaka silver mine, Akita prefecture, on 17th inst. The lock gates of the reservoir were destroyed in an attempt to extinguish the flames by turning on water, and thirty houses were washed away. One hundred persons were burnt to death and thirty were drowned.

BARON ARAKAWA Sone has been appointed Vice-Resident-General of Korea. Baron Sone was born in 1849, educated in France, and has been successively Japanese Minister in Paris, Minister of Justice, of Agriculture and Commerce, and of Finance. He was appointed Privy Councillor last year.

WHILE being removed to hospital in a ricksha last Monday morning, a coolie, whose name could not be obtained, but who resided at Wanchai, expired in Des Vaux Road Central—at the rear of the City Hall. The man had been ill for some time, and his sudden demise is believed to be due to heart failure.

A TOKIO despatch of the 17th inst. to the N. C. D. News says:—The co-operation of the Japanese Government and the Japanese Navy has been obtained by the Hokkaido Colliery, the foundation of a steel foundry. The Kawasaki Dockyard Company at Kobe has secured a loan of ¥10,000,000 from Messrs. Armstrong.

MR. V. H. LAUNING returned to Shanghai on 19th inst. by the R.M.S. *Empress of India*, after nine months' home leave. It is hoped that he may be able to make the trip to Hongkong with the Shanghai Interport Cricket team in November. By the same steamer, Mr. L. Walker, captain of the S. C. C., returned to Shanghai from a holiday in Japan.

RETURN of visitors to the City Hall Library and Museum for the week ending the 23rd September, 1907:—

Library, Museum.
Non-Chinese 366 155
Chinese 144 1,993
Total 510 2,148

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THE rumoured restriction upon Japanese immigrants into Canada is flatly contradicted at Tokio, even as the aftermath of measures taken while Vancouver is unsettled. But restriction proposals have not been received and would never be entertained. Japan consented to the prohibition of transmigration by Japanese from Hawaii to America; but has not consented to formal restriction on direct immigration. In this connection it is believed that Secretary Taft's approaching visit will expedite a solution of pending questions. The Labourer Convention at Winnipeg demands suspension of the Anglo-Japanese Treaty for six months.

THE net profit of the Japan Marine Insurance Company for one year just closed has amounted to ¥399,000, including a surplus brought over. On this sum ¥170,000 has been placed to the legal reserve, ¥200,000 to the ¥75,000 for bonus of officials, ¥15,000 for a dividend at the rate of 10 per cent., ¥150,000 for an extra dividend at the rate of 10 per cent., a surplus of ¥41,000 being carried forward. The Board of Directors has decided to call up ¥2,500 on each share, keeping back this sum from the extra dividend. When this has been done, the total amount of the paid-up capital of the company will be increased from ¥750,000 to ¥900,000.

A TOKIO despatch, of 20th inst., to the N. C. D. News says:—The new residential appointments under the revision of the organization of the Korean Residency General have been gazetted, as a corollary to the recent Korean Agreement. The Cabinet is practically Japanese under Marquis Ito with Japanese Vice-Ministers, while the Korean Cabinet acts as Ministers in the Cabinet of the Resident-General. Vice-Resident-General Baron Sone belongs to the clique of Marshall Yamagata or General Katsura, whose assistance is valuable for Marquis Ito. This also probably indicates Marquis Ito's retirement sooner or later. Marquis Ito left for Seoul on the 22nd inst.

WE regret to learn that a serious accident has befallen Mr. W. E. Schmidt, the Kobe Agent for the Union Insurance Company of Canton, Ltd. It appears that Mr. Schmidt, who has been taking a holiday with Mr. C. H. Phipps of the British Consulate at Kobe, fell into the hot spring at Yumoto, the temperature of the water of which is 170°. A plank placed over the spring and on which Mr. Schmidt was standing gave way, precipitating him into the water. He was badly scalded, but Mr. Phipps and two hotel acquaintances helped him out as promptly as possible and, obtaining a chair, took Mr. Schmidt back to the hotel, where the sufferer was given every attention. He is now in the International Hospital at Yokohama, and it is satisfactory to learn that he is progressing as well as can be expected. *Japan Chronicle*.

THE embargo on cereals in Kwangtung has been partly removed.

It is announced that the Crown Prince leaves Tokio in October to visit Korea; and will also see Kiushu, Shikoku and Chugoku, on his way home.

THE Ministry of War has decided to establish a Naval School in Chusan, near Pootoo. This seems to indicate that Tientsin, which is in Chusan Island, is to be made a naval base for the re-organized Navy of China.

CAPTAIN Stewart, of the C. V. S. *Chi Yuen*, on arrival at Shanghai on the 20th inst., reported having picked up two fishermen who were clinging to some wreckage between Kitoan Light Vessel and Block House Bay. The castaways reported that their sampan was run down by some steamer at 3 a.m. that morning. Two of their shipmates were drowned.

THE Board of Directors of the Toyo Kisen Kaisha, we are informed, propose to pay a dividend for the last half-year at the rate of 12 per cent. per annum, as before, by drawing ¥150,000 on the reserve for the equalization of dividend. The deficiency in the company's profit is said to be due to the construction of large ships, which have not yet brought in any return.

It is reported from Peking that H.E. Liang Tzu-yen, Chinese Minister-designate to the U.S. Spain and Peru, who was appointed the other day Acting Junior Vice-President of the Waiwupu, vice Wang Ta-hai, who is going as Special Commissioner to Great Britain will very likely be retained in Peking after all, in which case there is an intention to send H.E. Wu Ting-fang again to Washington.

INSPECTOR Collett, of No. 1 Police Station, has just received a letter from a friend in Des Vaux Road West, before Mr. C. A. D. Melbourne, with conveying forty-nine tins of kerosene oil along the public street, on the 20th inst., without having each tin labelled, both in English and Chinese, "Dangerous goods." The accused were fined a dollar each and an order was made by the Court forfeiting the oil.

A TERRIBLE accident befell a Burman the other day in Insein. His hair got caught in the fly-wheel of a rice mill in which he was working. Instantly he was dragged off his feet and whirled round with sickening precipitancy and when the machinery was stopped and his body extricated from the machinery it was found that the whole of his scalp had been peeled off. Death was instantaneous. The deceased's body was taken to the hospital mortuary.

MESSRS. Jardine, Matheson & Co. inform us that reference to the statement, which appeared last Wednesday to the effect that one of the survey parties on the Chinese section of the Canton-Kowloon Railway had had trouble with villagers, that there was a slight disturbance owing to some survey flags having been placed close to a grave, and some mud was thrown, but no serious damage was done. The survey work has not in any way been interrupted.

THE loss sustained by the Tokyo Fire Marine and Transport Insurance Company from the Hakodate fire has not been so heavy as was reported. We are informed by the company that the total amount insured with them in Hakodate was ¥1,028,722, including ¥151,668 for special insurance. Of this sum, ¥280,800 was reinsured, so that the actual loss to the company is ¥747,922, which is to be recovered in part by the disposal of the salvage. As will be seen from the company's annual report, the reserve totalled the sum of ¥1,424,598, which will sufficiently cover the loss, leaving still a large balance in hand.

"I was asleep when I saw the money dropping down," said Pantab Singh, an Indian coolie amidst much laughter, in the Police Court, last Tuesday. "You did?" asked Mr. Melbourne, calmly. Then Pantab collected himself and straightened out the matter. "I was asleep yesterday afternoon in my house—116, Praya East—when I felt someone cutting my girdle. I sat up and saw Bhagat Singh sitting at my side. When I got to my feet I saw the money dropping down from my girdle. Bhagat Singh pleaded guilty to stealing eleven coverings from his compartment and was sentenced to three weeks' hard labour."

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THE rivers of Tokio and the adjacent prefectures are again overflowing into the surrounding country. It is feared that the inclement weather is likely to continue; this inspires a general feeling of pessimism. Reports of disasters, including the minor catastrophe at Nagasaki and conflagrations in many directions, have of late been depressingly frequent.

MR. J. M. Beck, superintendent, the Eastern Extension Australasia & China Telegraph Co., Ltd., informs us that the Commercial Cable Company's direct route to America has become interrupted last Saturday morning, telegrams for the American Continent (and Honolulu) must pass via Atlantic at the higher rates given on the tariff cards. Senders will oblige by marking up telegrams accordingly.

THE Hongkong paper states:—We learn, on the best of authority, that the property print in the hands of the Astor House Hotel Company, which was acquired by the Nippon Yusen Kaisha for the sum of three hundred thousand taels. We notice that pheasants are already on the market, and incidentally learn that the natives are not the only guilty parties in the slaughter of birds out of season, foreign so-called sportsmen having shot three pheasants last Sunday.

A VERY interesting game of bowls was rolled off on the afternoon of the 20th inst., on the Police Recreation Club's bowling green, at Happy Valley, between teams representing catchmen and Irishmen. The game was for a silver cup and spoons. The Scottish team was represented by Sergeis Watt, McDonald, Gordon and Sim; the Irish team, Sergeis Davitt, Brazil, Inspector Warnock and Chief Detective Inspector Hanson. The Scotchmen won easily. Score: 22, 0.

It is officially announced that an explosion, owing to burning gunpowder, took place on board the battleship *Katori* in one of the ten-inch guns during target practice on the afternoon of the 16th inst. in Hiroshima Bay. Five officers, including the Lieut. Commander and a lieutenant, and twenty-two men were killed, while two officers and sixteen men were wounded. One reliable version states that the cause was the usual one of the explosion of a shell which had been loaded into a gun that was with fire, i.e., which had not been sponged out.

AFTER a careful inspection of Mr. Melbourne's Court, following the collapse of a portion of the ceilings the other day, we learn that the building is considered unsafe. On Saturday, the Court was vacated and until the building is properly attended to all business will have to be transacted in the first Court. Since the first collapse the ceilings have bulged considerably and is expected to fall at any moment. The same morning workmen were busy engaged in erecting scaffolds on each side of the room, preparatory to starting work earnestly.

HIS Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance